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SAUCE.

# Hongkong Daily Press.

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is sent out by a ship in distress,  
it is useless unless the message  
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operator. And so it is when  
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OPTICIAN.

No. 20,567

號七十六百五第萬二第

日八廿月四年子甲

HONGKONG, SATURDAY, MAY 31st, 1924 六拜禮

號壹卅月五年三十國民華中

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## INTIMATIONS

### CLARETS

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AND

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## PEAK TRAMWAYS CO., LIMITED.

### TIME-TABLE

| WEEK DAYS               |                       |
|-------------------------|-----------------------|
| 7.00 a.m. to 7.10 a.m.  | every 15 minutes Stop |
| 7.30 " " 8.00 " "       | 19 " " " " " "        |
| 8.30 " " 8.47 " "       | Non Stop              |
| 8.57 " " 9.04 " "       | Stopping              |
| 9.11 " " 9.20 " "       | Non Stop              |
| 9.30 a.m. to 11.00 a.m. | every 10 minutes Stop |
| 11.30 " " 12.30 p.m.    | 15 " " " " " "        |
| 12.47 " " 12.57 " "     | Non Stop              |
| 1.04 " " 1.18 " "       | Stopping              |
| 1.20 " " 1.30 p.m.      | Non Stop              |
| 1.30 p.m. to 4.00 p.m.  | every 10 minutes Stop |
| 4.30 " " 4.40 " "       | 15 " " " " " "        |
| 4.50 " " 5.00 " "       | 10 " " " " " "        |
| 5.10 " " 5.20 " "       | Non Stop              |
| 5.30 " " 5.47 " "       | Stopping              |
| 5.57 " " 6.04 " "       | Non Stop              |
| 6.11 " " 6.20 " "       | Stopping              |
| 6.30 " " 6.47 " "       | Non Stop              |
| 6.57 " " 7.04 " "       | Stopping              |
| 7.11 " " 7.20 " "       | Non Stop              |
| 7.30 " " 7.47 " "       | Stopping              |
| 7.57 " " 8.04 " "       | Non Stop              |
| 8.11 " " 8.20 " "       | Stopping              |

| SUNDAY                  |                  |
|-------------------------|------------------|
| 7.00 a.m. to 7.10 a.m.  | every 15 minutes |
| 7.30 " " 8.00 " "       | 10 " " " " " "   |
| 8.30 " " 11.00 noon     | 15 " " " " " "   |
| 12.00 noon to 1.00 p.m. | 15 " " " " " "   |
| 1.30 p.m. to 2.30 p.m.  | 15 " " " " " "   |
| 2.40 " " 3.30 " "       | 15 " " " " " "   |
| 3.40 " " 4.30 " "       | 15 " " " " " "   |
| 4.40 " " 5.30 " "       | 15 " " " " " "   |
| 5.40 " " 6.30 " "       | 10 " " " " " "   |
| 6.40 " " 6.47 " "       | Non Stop         |
| 6.57 " " 7.04 " "       | Stopping         |
| 7.11 " " 7.20 " "       | Non Stop         |
| 7.30 " " 7.47 " "       | Stopping         |
| 7.57 " " 8.04 " "       | Non Stop         |
| 8.11 " " 8.20 " "       | Stopping         |
| 8.30 " " 8.40 " "       | Non Stop         |

Extra Car—12 midnight.  
NIGHT CARS—WEEKDAYS AND SUNDAYS  
8.50 p.m., 9.00 p.m., 9.20 p.m.  
9.30 p.m. to 11.00 p.m. every 30 minutes Stop  
11.15 " " 11.45 " " 15 " " " " " "

SPECIAL CARS  
BY ARRANGEMENT AT THE COMPANY'S OFFICE,  
ALEXANDRA BUILDING,  
HONGKONG, 1st June, 1923.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

|                         | A.M. | A.M.  | A.M.  | NOON  | P.M. | P.M. | P.M. | P.M. |
|-------------------------|------|-------|-------|-------|------|------|------|------|
| Kowloon ..... dep.      | 6.41 | 9.15  | 10.38 | 12.00 | 1.18 | 4.34 | 5.57 | 7.09 |
| Yau Ma Tei ..... dep.   | 6.51 | 9.25  | 10.38 | 12.09 | 1.27 | 4.43 | 5.57 | 7.20 |
| Shatin ..... dep.       | 7.08 | 9.38  | 10.50 | 12.21 | 1.39 | 4.55 | 5.50 | 7.32 |
| Taipo ..... dep.        | 7.17 | 9.52  | 11.03 | 12.34 | 1.52 | 5.08 | 6.03 | 7.45 |
| Taipo Market ..... dep. | 7.22 | 9.57  | 11.08 | 12.38 | 1.56 | 5.12 | 6.07 | 7.49 |
| Fanling ..... dep.      | 7.33 | 10.08 | 11.19 | 12.48 | 2.06 | 5.23 | 6.17 | 7.59 |
| Sheung Shui ..... dep.  | 7.38 | 10.13 | 11.23 | 12.52 | 2.10 | 5.27 | 6.21 | 8.03 |
| Shum Chun ..... arr.    | 7.44 | 10.19 | 11.29 | 12.58 | 2.16 | 5.33 | 6.27 | 8.09 |

|                         | A.M. | A.M. | A.M.  | A.M.  | P.M. | P.M. | P.M. | P.M. |
|-------------------------|------|------|-------|-------|------|------|------|------|
| Shum Chun ..... dep.    | 7.22 | 8.06 | 10.37 | 11.40 | 2.58 | 4.38 | 5.12 | 6.05 |
| Sheung Shui ..... dep.  | 7.29 | 8.13 | 10.44 | 11.47 | 3.05 | 4.44 | 5.18 | 6.12 |
| Fanling ..... dep.      | 7.39 | 8.18 | 10.45 | 11.51 | 3.10 | 4.49 | 5.23 | 6.17 |
| Taipo Market ..... dep. | 7.43 | 8.29 | 10.58 | 12.02 | 3.21 | 5.01 | 5.35 | 6.27 |
| Taipo ..... dep.        | 7.47 | 8.34 | 11.03 | 12.07 | 3.27 | 5.08 | 5.42 | 6.31 |
| Shatin ..... dep.       | 8.00 | 8.47 | 11.16 | 12.21 | 3.40 | 5.23 | 5.57 | 6.44 |
| Yau Ma Tei ..... dep.   | 8.14 | 8.59 | 11.28 | 12.34 | 3.53 | 5.37 | 6.02 | 6.56 |
| Kowloon ..... arr.      | 8.23 | 9.09 | 11.36 | 12.42 | 4.01 | 5.45 | 6.10 | 7.04 |

### SHA TAU KOK BRANCH.

|                    | A.M. | A.M.  | P.M. | P.M. | A.M.               | A.M. | P.M.  | P.M. |
|--------------------|------|-------|------|------|--------------------|------|-------|------|
| Fanling ..... dep. | 7.43 | 11.30 | 2.50 | 4.20 | Shatin ..... dep.  | 8.50 | 10.15 | 1.05 |
| Shatin ..... arr.  | 8.40 | 12.25 | 3.15 | 7.15 | Fanling ..... arr. | 7.25 | 11.10 | 2.00 |

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from  
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| Karuzawa :—         | Park Hotel :—     |
| Mikasa Hotel :—     | Miyajima :—       |
| Mampai Hotel :—     | Miyajima Hotel :— |
| Kobe :—             | Miyajima :—       |
| Osaka Hotel :—      | Fujiya Hotel :—   |
| Tor Hotel :—        | Nagasaki :—       |
|                     | Japan Hotel :—    |

| IN TAIWAN (FORMOSA):       |                 |
|----------------------------|-----------------|
| Fusan :—                   | Keelung :—      |
| Keelung Station Hotel :—   | Yamato Hotel :— |
| Keelung (Sooil) :—         | Yamato Hotel :— |
| Chosen Hotel :—            | Yamato Hotel :— |
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| Shingishu Station Hotel :— | Yamato Hotel :— |

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tained on application.  
The Bank also conducts a Savings  
Department.

K. G. LAU,  
Chief Manager.HOW MANY WORDS IN  
ENGLISH SPEECH?  
SOME THAT DO NOT APPEAR IN  
DICTIONARIES.

Mr. Frank Vizetelly writing to *The Observer* from New York in regard  
some very interesting remarks by  
Mr. C. T. Onions on the "New English  
Dictionary" which is founded on material  
originally collected by the Philological  
Society of England, says:—

In the course of his remarks Mr.  
Onions said that as far as already-pub-  
lished the late Sir James Murray's monu-  
mental work contains 400,000 words, and  
that the possible total will be 425,000. I  
am not an expert mathematician, but  
some time ago, on an occasion which re-  
quired that I make a computation, I  
found that, as far as the parts were  
published at the time, more than 500,000  
terms, including all the variant forms,  
living, archaic, or obsolete, were listed.  
This computation was made at least ten  
years ago.

That each one of the variant forms re-  
corded is to be considered as an English  
word can not be gainsaid, for if one  
by reading Chaucer, Caxton, Malory,  
Mandeville, or any other writer of Early  
English, and come across an unfamiliar  
word, such as one would naturally turn  
to the dictionary for an explanation, and  
having found it explained, perhaps by a  
more familiar term, discover that there  
are two spellings for the same word.  
This, in my judgment, constitutes each  
spelling as a separate word.

Take, for instance, *vanyte*, which Dr.  
Bradley noted in the section of the  
"New English Dictionary" as a Scottish  
form, now obsolete, of *vanity*. To the  
average reader this term would be a  
dead letter unless defined; yet, accord-  
ing to Dr. Bradley, it is a form of the  
word found in use in Scottish literature  
in the sixteenth century. By applying  
this principle to the number of words re-  
corded by the "New English Dictionary,"  
the 425,000 words referred to by Mr.  
Onions as comprising its vocabulary will  
be left far behind.

## TECHNICAL AND COLONIAL WORDS.

In the editing of Funk and Wagnall's  
New Standard Dictionary no fewer than  
513,000 terms of all kinds were critically  
examined, revised, or defined. Of these,  
63,000 were rejected (1) as being dead  
beyond all hope of revival; (2) as obse-  
lete; (3) as of little or no value; and  
(4) as of such rare or specific use as to  
be outside the scope of a dictionary  
designed for practical purposes. Had it  
been desired by the publishers and by  
Dr. Murray there is not the least doubt  
that the vocabularies of our respective  
dictionaries could have been increased  
in number to nearly 1,000,000 terms, for  
it must not be forgotten that the "New  
English Dictionary" does not contain  
the vast vocabulary of terms in use in  
navigation and aviation, the large number  
in electricity, and that vast technical  
vocabulary which is restricted in use and  
found chiefly in glossaries of works de-  
voted to particular sciences. Then there  
is the vast wealth of words peculiar to  
our Dominions beyond the seas in Africa,  
America, Australia, India, New Zealand,  
and elsewhere.

## SLANG.

Apart from this, there are large  
vocabularies of various dialects, as, slang  
and vulgarisms, the criminal and the  
police world, and the underworld. The  
language of the submerged tenth and the  
language of high life below-stairs; the  
speech of the demi-monde—none of these  
find place in modern dictionaries. It is  
true, however, that a few terms that  
stand out from the rest are recorded,  
but that vast collection made by Farmer  
and Henley and published in their "Slang  
and Its Analogues" is ruled out of the  
pages of all dictionaries designed for  
the home.

Some of your readers may remember  
a story told about Dr. Johnson who was  
reproached by a lady who expressed her  
astonishment that she could not find  
words of a certain class in Dr. Johnson's  
dictionary, to which the gallant Doctor  
replied that he was surprised to find  
that the lady sought for such words.  
True or not, the story is good enough  
to bear in mind when one considers the  
words of the English language in the  
bulk.

Bailey included a number of good  
Anglo-Saxon terms in his work, which  
Johnson determined to omit because of  
the advance in British culture at the  
time. Yet he included a number of  
words which we to-day are compelled to  
rule out for precisely the same reason.

## RADIO TERMINOLOGY.

Since the publication of the section de-  
voted to the letter R, issued under the  
editorship of Dr. Craigie, a bewildering  
vocabulary of radio terminology has  
been developed, and this includes words  
that belong to every letter of the alpha-  
bet, beginning with "aerial" and going  
down to "wave-length." It is sincerely  
to be hoped that the unconquered ground  
in lexicography to which your direct at-  
tention editorially will receive prompt  
attention after Dr. Craigie and Mr.  
Onions complete the work yet to be done  
on the main vocabulary. They should be  
given generous financial support, to sup-  
plement this monument of English litera-  
ture by issuing an additional volume  
that will contain all the important terms  
in the arts and sciences and in the lan-  
guage that have been coined and used  
while the Dictionary was in course of  
passing through the press.

"ISOLATE" OR "ISOLATE"?  
May I, with your permission, comment  
upon the remark made by Mr. Onions  
on Mr. Shaw's pronunciation of the word  
"isolate"? Mr. Onions is reported as  
saying, "I do not understand why Mr.  
Shaw considers the pronunciation with  
the long 'a' vulgar. It is what 90 per cent.  
of cultured people say." May I point out  
that things were not always as repre-  
sented by Mr. Onions? "Isolate" was  
the pronunciation favoured and  
indicated by Perry in his "Royal  
(Continued on next column.)

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TSUYEE PEI,  
Manager.

Hongkong, September 8th, 1931. [38]



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## WEALTH

Not a cent did she have but she was  
wealthier than the richest because all  
her desires were gratified.

You'll love Her

T D O T N

Standard English Dictionary," issued  
in 1777. But Walker in his edi-  
tion 1791, noted that he had not  
met with this word in any of our English  
dictionaries. He pronounced it "isolate,"  
and was followed by Jones in 1798, Fulton  
and Knight in 1802, Smart in 1840, and  
Wright in 1853. Enfield preferred  
"isolate," and indicated it in his edi-  
tion of 1807, which pronunciation was  
also recorded by Dr. Robert Hunter in the  
"Encyclopedic Dictionary," published  
by Cassell and Company in 1877. In  
view of the fact that the leading Ameri-  
can dictionaries indicate the pronuncia-  
tion "isolate," Mr. Onions's statement  
that 90 per cent. of the cultured people  
pronounce the word "eyesolate" is not  
to be taken as reflecting actual condi-  
tions. "Isolate" is the pronunciation  
used by at least 100,000,000 of the  
110,000,000 people in the United States.

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for Liver Trouble and Biliousness.

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for Arthritis-Rheumatism-Diabetes.

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Tonic and Regulator of Digestion.



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## HONGKONG SHARE MARKET.

Messrs. Benjamin and Potts, in their weekly share report, dated Friday, May 30th, says:—

The comparatively small May Settlement was satisfactorily negotiated on the 27th instant and there appears to be a little more enquiry in evidence but the volume of business passing has not shown any material improvement. Prices have not fluctuated much, with the exception of China Sugars and one or two stocks.

Banks.—Hongkong and Shanghai Banks owing to the rise in exchange show a considerable drop and business has been done down to \$1,125, but at this rate buyers prevail. The quotation from London is unchanged at £133 (middle).

Marine and Fire Insurances.—Hongkong Fire have appreciated to \$350. There are enquiries for China Underwriters at \$1, North China at \$14, Yangtze at \$30 and China Fire at \$135. Union have receded to \$211. Cantons are on offer at \$380 ex the dividend of \$40 just paid.

Shipping.—Hongkong, Canton and Macao Steamboats were dealt in at \$35, but close easier. "Star" Ferries are wanted at \$30 after sales at \$35. Douglas Steamships at \$58 and Union Waterboats at \$10; remain unchanged.

Refineries.—China Sugars have had a further substantial rise and are now asked for at \$236. Malabons are to be had at \$47.

Oils and Mining.—Kailans have been booked at 70/- Langkats are obtainable at 75/- Langkats are in change at 90/- a final dividend of 2/6 has been declared making 4/6 for the year. Bengalis are asked for at P.3. Rubis at \$5, Trenchas at 41/0 and Ural Caspians at 14/- are nominal.

Electric Companies.—Hongkong Trams were the medium of a large business at \$37, but the market has since eased to \$37. China Lights (new) have been taken at \$2.05, while the old shares at \$14 are steady.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves fell away slightly in the beginning of the week, but soon recovered to a buying rate of \$170. Hongkong and Wharves Docks are quiet at \$145. New Engineering are wanted at \$14, 300 after sales at \$14. 6/- Shing-hai Docks are in request at \$14. 00. Hongkong Wharves remain unaltered at \$14. 00.

Lands, Hotels and Buildings.—Hongkong Lands on offer at the outset at \$107, but a better demand set in and sales were made up to \$110. The market closes with sellers. Hongkong and Shanghai Hotels have been done at \$18 and \$13 for the old and new shares respectively. Humphreys Estates have advanced to \$22. Prince's Buildings are steady at \$150. Hongkong Realty at \$21 have lapsed to a nominal quotation.

Cotton Mills.—Ewos could be placed at \$11. 00. Orientals at \$14. 00 and Shanghai Cottons at \$14. 00 continue neglected.

Miscellaneous.—Green Island Cements have been done at \$27, cum all, and continue in request. Watsons have jumped to \$27. Peak Trams (old) have been put through at \$18, and at the close there are buyers of the old and new shares at \$17 and \$31 respectively ex the dividend of \$1.50 and 50 cents just paid. China Providents (new) have been bought at \$4 and more are wanted at this figure, while the old shares at \$14 have not moved. Canton Ice at \$3, Dairy Farms at \$25, Powells at \$14, Sinceres at \$13, and Developments at \$11 could be placed at quotations.

Exchange.—The T.T. selling rate on London-to-day is 2/4 and on Shanghai 72.

Forward Settlement Days.—24th June (Tuesday) and 29th July (Tuesday), 1924.

## GAME AWAITED 20 YEARS.

ADVENTURES OF A SET OF CHESS MEN.

Two men sat down the other day at Simpson's-in-the-Strand to a game of chess, on a board and with a set of chess men for which they have been searching for over 20 years.

It was at the beginning of the present century that the most valuable of the old chess sets used daily in "Simpson's Divan" in the Strand, as it was then called, disappeared. Two of Simpson's most inveterate chess players, Mr. George Dalgleish and Mr. F. Moulton, immediately began to try to retrieve it.

It was not until three years later that they first had news of the set, which was recognised at a London sale. But it had already been sold, and was taken to Goa, the Portuguese Colony in India.

Two years later it was traced to the Turf Club, Calcutta, but one night it disappeared again—a young officer was thought to be responsible—and eventually it returned to England. For the past 12 years it has been in private hands, changing ownership at least three times, but last week Mr. Moulton succeeded in buying it for £40, with two pawns missing.

The other day, Mr. Dalgleish and Mr. Moulton sat in Simpson's Divan over the dilapidated board and played one more game with the worn and shabby chess men.

## "SHELL" DIVIDEND.

The Chartered Bank of India, Australia and China inform us that the following telegram from the Head Office of the Bank in London, was received yesterday:—

"Shell Transport and Trading Co., Ltd., declared dividend at the rate of 2s. 2d. per share, free of income tax, payable 5th July. Bearer coupons to be presented No. 43."

## The Day of the Knight is Here!

IT IS THE

## WILLYS-KNIGHT

Simplest and most trouble-free type of motor ever invented.

It has the most distinctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These with open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power.

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on those heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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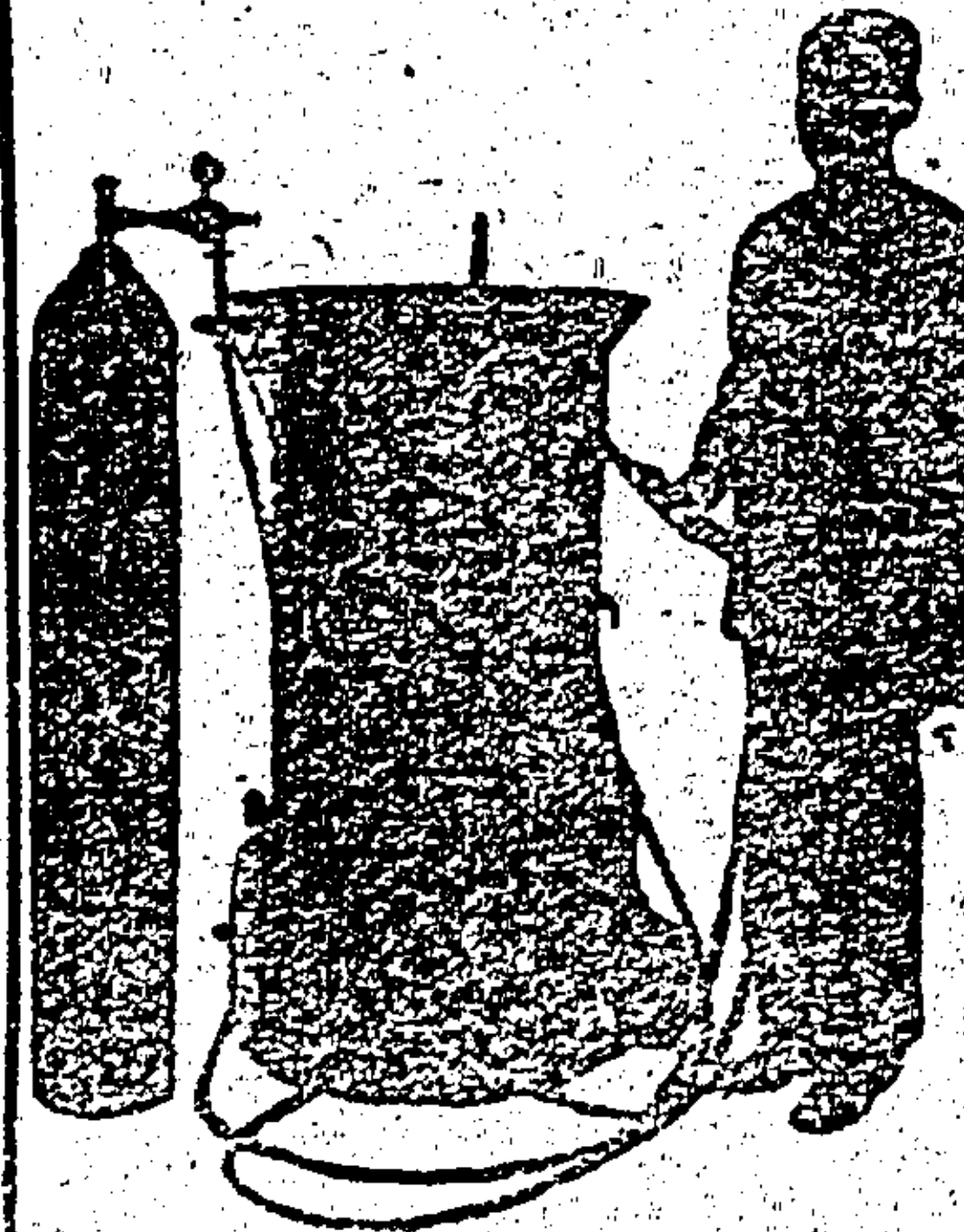
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Autogenous welding of all metal by Oxy-Acetylenic and Electric processes.

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Prompt replies at moderate prices of all kinds of Motor Cycle acetylene tanks.

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If you want quick, sure relief from tormenting, weakening indigestion, gastritis, dyspepsia, or other stomach disorder, just take a little Bismarck Magnesia in water when the pain comes on. You'll get instant relief and will feel worlds better at once; the preparation is inexpensive, harmless, and is sold in powder and tablet forms by every chemist. Bismarck Magnesia is the one thing that lets the stomach-tortured eat what they like in peace—it does more; it lets them enjoy it and get full benefit. This is a piece of health advice worth trying!

When you buy Bismarck Magnesia, see the trade-mark "BISMAQ" oval and you'll know you've got the cure the doctors try themselves.

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DOUBLE TERA HATS

Extra Light Weight and Finished with Patent Waterproof Lining. The Ideal Hat for Golf and Walking.



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MEN'S WEAR SPECIALISTS.

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SINGLE TERA HATS

BEATH FELT HATS

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**Best Portland Cement**

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The Most Startling Novel of 1923;

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**YEE SANG FAT CO.**

**RAIN COATS**

Waterproof Guaranteed.

REASONABLE PRICES.

**Umbrellas, Rain Shoes, etc., etc.**

# JAPAN AND FRANCE. THE INDO-CHINA CUSTOMS NEGOTIATIONS.

The Japanese Consul-General at Singapore sent to the Press the following translation of a telegram received from the Minister for Foreign Affairs, dated May 23rd:—

As it goes without saying that closer intimacy of Japan and France lies in the promotion of the commercial and economic relations existing between the two countries, the Japanese Government have been animated by a desire to discuss informally on the occasion of the present visit of M. Mollin, Governor-General of French Indo-China, the means to facilitate the inclusion of that French possession within the scope of the Franco-Japanese Commercial Treaty, which question has been pending between the Government and the Government of Indo-China since 1907.

The Governor-General expressed his willingness to do so and, in consequence, the Vice-Minister for Foreign Affairs, Matsudaira, the Councillor of the Embassy, Saburi, and the Director of the Second Division of the Bureau of Foreign Affairs, Kawashima, the Japanese experts, met several times the first Chief of Customs, Kieffer, and the Commercial Attaché, Ruyer, the experts of Indo-China, at the Foreign Office. At these meetings, the experts exchanged views fully and frankly, and exhaustively discussed the various means for promotion of commercial and economic relationships between Japan and Indo-China, especially the question of the customs tariff, which has made it difficult to bring Indo-China into the sphere of the commercial treaty now in force between Japan and France.

As a result, a basis has been found on which agreement may be concluded between the Japanese Government and the Government of Indo-China as regards customs treatment accorded to the principal products of Japan in Indo-China, and that accorded to the staple products of Indo-China in Japan. The present negotiations have been held in an unofficial manner and under such conditions as will not bind the respective governments in the least; but it is thought that a satisfactory and concrete agreement may probably be reached on the basis thereof in the near future. What has been discussed during the visit of the Governor-General of Indo-China chiefly concerns the aforementioned question of extending the scope of the existing commercial treaty between Japan and France, and no important question relative to international politics generally or emigration has come under consideration.

## JAPAN'S OIL SHALE PROBLEM.

ENGRAFT BRITISH POST-BELLUM ZEAL.

The following observations, the Dairen paper says, have been made by Engineer Rear-Admiral T. Makino, who has just joined the S.M.R. Co.:—

I have been entrusted with the task of instituting a study of heavy oil to be extracted from Fushun oil shale. I happened to be at London on a Government mission from 1918 till early in 1921, after the close of the War. At that time, Great Britain, which had learned a precious lesson out of the War, was engrossed in the study of fuel oil, in true appreciation of what handicap she might be saddled with without plenty of fuel oil. She made a strong bid for a share in the oil field concession in Mesopotamia with the United States. England thought that failure in the attempt would affect the strength of the nation. Everywhere mass meetings were held; pamphlets were circulated broadcast, showing the oil fields existing in the world; it was pointed out that, while the United States held 7 per cent. of the total supply of fuel oil, Great Britain possessed only 5 per cent., and was situated at a disadvantage. These lecture meetings drew overflowing audiences, including not only savants, but also politicians, journalists, etc. The fact that a good sprinkling of ladies was always present showed with what a united front the British people faced this question of absorbing importance.

Great Britain has been prosecuting the study of the subject since. This has worked wonders, and the extraction of heavy oil from oil shale has been leavened up into a success in England alone.

In Japan, the existing oil fields are nearing exhaustion, with the outputs declining yearly. She has now to fall back upon Fushun oil shale. Success in an enterprise of such tremendous significance can not be hoped to be encompassed by the S.M.R. Co. alone. The national enthusiasm evinced by the British people towards the fuel problem might be engrafted on the Japanese people, and their solid support for this undertaking is heartily solicited.

## "BUSINESS TAX" ON CIGARETTES.

PROVINCIAL AUTHORITIES DEFEY CENTRAL GOVERNMENT.

The Asiatic News Agency says:—Mr. Hsu Tung-hsin, special delegate of the Waichiao for the investigation of the situation concerning the imposition of special taxes in Kiangsu and Anhui provinces on foreign cigarettes, against which the British and the American Legations have protested, reports that he has seen the Tschun and Shenchang, as well as leaders of the educational societies in Nanking and Shanghai about the withdrawal of the taxes. Owing, however, to the urgent demand for money for educational purposes, the authorities and politicians of Kiangsu refused to consider the withdrawal of the "business tax on cigarettes" for the present, but stated that the tax will automatically disappear after the sanction of the Powers for an increase of two and a half per cent. in the Customs' revenue as promised at the Washington Conference.

# THE BANDIT OUTRAGE IN FUKIEN. A BAD DISTRICT.

FOREIGNERS HITHERTO UNTOUCHED.

Referring to the capture of one British subject and the death of another at the hands of brigands at Shashien (Fukien), the *N. C. Daily News* says: This is but one more outrage to add to a long list of similar incidents, and so common are they becoming that we are apt to forget their significance.

The victims in this case were Mr. Jay Dinsmore and Mr. MacKay, both of whom were employed with the China Import & Export Co., whose head offices are at Shanghai. Mr. Dinsmore escaped from the bandits, but died of his wounds. Mr. MacKay was captured and held, and the state of his health is unknown.

The party, consisting of the two Europeans and a Chinese interpreter (also captured), were travelling up and down the Min River and its tributary, the Shachio, engaged in the work of felling trees and superintending the despatch of the lumber to its destination. Their work was of a highly dangerous character, for the country around is one of the worst bandit-infested areas in China, and has been so for many years past. The Chinese people there are terrified and cowed, but until this present incident no foreigner had been molested. It is a well-known fact that the majority of the timber companies working in this district have been in the habit of paying the bandit chiefs some regular indemnity as a guarantee for the safety of their employees. Now, apparently, the immunity enjoyed by foreigners in this province is at an end, and it has been suggested to us by a well-known Shanghai authority on Chinese affairs that news of the Lincheng outrage, glorified and embellished to the discredit of the foreigners concerned, was the means of encouraging this last incident.

TROOPS AFRAID TO ACT.

Many districts in this part of the country have been completely ruined by the activities of the bandits and soldiers, coupled with the wicked misgovernment of the Chinese officials. In the Yuki district, which lies to the east of the Shachio, the bandits are so bad, and their reign of terror so complete, that for the last two years troops have not dared to enter the country. When some time back two companies of soldiers were sent to the scene, they were ambushed and the soldiers massacred.

The authorities, as already stated, are largely responsible for this state of affairs. Negotiations are continually in progress between them and the bandit chiefs, in which the latter have invariably been promised protection provided they cease their depredations. Weak though such action was, it might yet have been successful had the officials kept their words. Instead, however, they broke faith with the bandits and executed their leaders, making matters even worse than before.

THE MAKING OF OUTLAWS.

An interesting story attaches to one of the most famous of these bandit chiefs—a man who is one of the most feared in the province. Originally he was a peaceful and respected merchant in the city of Yenchingfu. For some reason or other—principally his wealth—he incurred the displeasure of the military authorities. He was subjected to every kind of persecution, false charges were trumped up against him, and his life was made generally miserable. Wary and disguised, he left his city to settle elsewhere, and no sooner had he done so than the military seized his family and put them to death. Enraged and grief-stricken he took to banditry to revenge himself, and incidentally has been extraordinarily successful. His headquarters are now in Yuki Valley, and his stronghold is practically impregnable.

We understand that Mr. Dinsmore leaves a widowed mother, who was entirely dependent upon him. Mr. Dinsmore had been with the lumber company for many years, and was one of their most trusted members. Aged somewhere between 25 and 40 years, he was of a kindly disposition and well liked by all with whom he came in contact. Danger never made him swerve from the path of duty. We have been able to obtain no further news of Mr. MacKay.

## CINEMA NOTES.

THE COLONEL.

For a film above the ordinary which will at the same time provide genuine amusement, one cannot do better than risk the Colonel during the week-end when "Sult" starring Mary Pickford is the current attraction. As the poor laundry girl of London who entertains her fellow-workers with a romance which is the child of her own brain and then sustains her reputation when faced with realities. Mary gives a performance as she herself only can.

QUEEN'S THEATRE.

Those who were present at the Queen's Theatre for last night's showing of "Youth to Youth" describe it as a good story played by a well selected cast. Billie Dove as the musical comedy actress who forsakes fame when she hears some uncalculated for scandal and meets with real romance while with a provincial company, was beautiful to behold and portrayed the character with skill. Cullen Landis is quite up to his reputation in the part of the hero who almost ruins his sweetheart by his good intentions but makes things right by facing the crisis in the proper spirit.

# FIRESTONE GUM-DIPPED CORDS AND STEAM WELDED TUBES



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Six Cylinder Motor Cars.

complete with Cowl Lamp, Disc Wheels, Five Cord Tyres and Tubes, and Nickel Trimmings.

5-passenger Touring ... \$2,375  
5-passenger Coach ... \$2,800

## DODGE BROTHERS MOTOR CARS.

So Universal is this Car's reputation for long life that its exceptional mileage records no longer excite surprise.

STANDARD MODELS: Complete with five Disc Wheels and five Cord Tyres:  
3-passenger Roadster ... \$2,400  
5-passenger Touring ... \$2,450

SPECIAL MODELS: Complete with Nickel-plated Radiator Shell, Cowl Lights, Nickel-plated Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Spare Wheel, Motorometer and Lock, Special Blue Leather Upholstery, five Disc Wheels, and five 6-ply BALLOON TYRES:  
3-passenger Roadster ... \$2,650  
5-passenger Touring ... \$2,700

## JEWETT SIX-50 (Paige-built) De Luxe Touring Cars.

Complete with Extra Cord Tyre and Tyre Cover, Trunk Rack, Trunk and Body Rails, Combination Stop and Tail Light, Double Bar Springs, Bumpers, Front and Rear Motorometer, Side Lights on Cowl, All-Nickel-plated Head Lamp, Automatic Windshield Wiper, Rear View Mirror, Sun Visor, Disc Wheels ... \$3,425  
De Luxe Roadster ... \$3,375  
De Luxe Sedan ... \$4,525

## HUDSON SUPER SIX MOTOR CARS, complete with

Cowl Lamp, Spare Cord Tyre and Tube, Disc Wheels and Nickel Trimmings.

4-passenger Touring Car ... \$3,650  
7-passenger Touring Car ... \$3,800  
5-passenger Coach ... \$4,250  
5-passenger Sedan ... \$5,150  
7-passenger Sedan ... \$5,700

## PAIGE SIX-70 De Luxe Model Touring Cars.

Complete with 8-lay Cowl, Bumpers, Front and Rear Motorometer, Locked in Radiator, Nickel-plated Radiator and Head Lamp, Automatic Wind Shield Wiper, Rear View Mirror, Spare Cord Tyre with Tube and Cover, Folding Luggage Rack, Trunk Rails, Combination Stop and Tail Light, Sun Visor, Spare Disc Wheels, etc. ... \$5,000  
De Luxe Model Brougham ... \$6,000  
De Luxe Model Sedan ... \$6,300

## THE DRAGON MOTOR CAR CO., LTD.

Registered Head Office and Service Station:  
3, Wong Nei Chung Road, Happy Valley.  
Telephone: Central 3850.

**T D O T N**

is Coming to

**WORLD THEATRE.**

**"THE DANCER OF THE NILE"**

A Passionate Love Story of the Days of King Tut.

**ALLIES.**

All Discriminating Smokers and the

**HOP SING & CO.,**

TYPEWRITER  
DEALERS & REPAIRERS,  
Supplies and Ribbons for all Makes of Machines  
22, Pottinger Street. Tel. G. 3212.

**HONGKONG CIGAR STORE LTD**

132, Tak Hing Kai, CANTON.



## SHAM-SHUI-PO EXPLOSION.

## CARGO CATCHES FIRE.

## YESTERDAY'S RESUMED ENQUIRY.

At the Kowloon Magistracy yesterday before Mr. E. M. Hamilton, the enquiry was resumed into the circumstances attending the death of four persons who were killed in an explosion which occurred on a junk off the praya at Sham-shui-po on March 13th.

Mr. Leo d'Almada watched the case on behalf of the Kwong Wah Hing Company, from whose godown the cargo was being loaded into the junk.

A Chinese witness said that he was in the junk on which the explosion occurred, when the cargo was being loaded. About a hundred bags of sulphur were put on board. Coolies next brought bags of saltpetre, which they slid down into the boat along planks. Some were dumped on the praya and caught fire. Witness heard a crackling noise coming from some of these sacks, and soon after saw that several of the bags were on fire. At that time the cargo was all right.

His Worship: Were you told to move the junk?—Yes.

Answering the Magistrate, the witness said that sparks from the burning sacks were blown into the junk; and all of a sudden the cargo caught fire. Witness jumped into the water before the explosion occurred. He was struck on the neck by some object while in the water, but was not seriously injured.

A storekeeper in the employ of the Kwong Wah Hing Company said that his firm dealt in sulphur and saltpetre. In answer to his Worship, witness said that his company had from 300 to 400 casks of potassium chlorate in stock in January last. On March 13th he received an order to deliver 100 bags of sulphur, and he engaged coolies for the work. He received no order for saltpetre, but had an order for chlorate of potash. He sent out about 200 bags of it.

In answer to his Worship, witness said he did not realize fully the dangerous nature of the stuff, but he had given orders to the coolies to be careful in their handling of it.

He was ordered by the storekeeper from the head office to send out the stuff in bags. It was delivered at his godown in casks, which had since been taken to pieces for use as firewood.

His Worship: I take it that you took the casks to pieces?—Some of them.

Did you do this on an order from the shop?—Yes.

Are you sure you did not do it for your own benefit?—I did not.

Have you ever sent out a big consignment of potassium chlorate before in bags?—Yes.

When?—I cannot remember.

His Worship: I put it to you that you have never before sent out potassium chlorate in bags?—Yes, I have.

The other rooms in the godowns are let to families?—Yes, private people.

Witness admitted that on the casks there were the words "Chlorate of Potash. Dangerous," but on the bags there was no such notice.

A member of the Jury said he would like to ask how long the witness had been in the employ of the firm. The answer was since the seventh month last year, when the godowns were started.

Inspector Murphy: How many bags did you have in the godown on the day after the explosion?—Twenty-eight. A few were afterwards recovered from the praya.

After an elderly Chinese woman had described how she heard shouts of "Smoke! Run!" Sergt. Goble was sworn. He said that on the afternoon of March 13th he was in Sham-shui-po police station when he heard two explosions in rapid succession. He proceeded out, and near the ice factory on Sham-shui-po praya he saw the ruins of a junk in the water. People were then being taken from the water. Witness got a small boat, and in part of the wreckage he found the body of a man.

Opposite the wreckage, 60 feet from the ice factory, was a heap of white material which was afterwards shown to be saltpetre and chlorate of potash. Over the heap was a very thin layer of sulphur. Witness saw pieces of bags burning on the heap.

He was of opinion that the sulphur was blown on to the heap by the explosion. Forty feet from the heap he found the body of a woman, with a large wound at the back of the head.

At this point the enquiry was adjourned until next Friday.

## COMMUNICATING WITH PIRATES.

## ACCUSATION AGAINST TRIAD SOCIETY MAN.

A Chinese was charged at the Central Magistracy yesterday with belonging to an unlawful society, to wit the Triad Society.

Detective Inspector Pinott said that documents seized at the arrest disclosed that defendant was holding communication with a band of pirates. For the purpose of further examining these documents he asked for a remand.

Mr. Lindell acceded to this request, and fixed bail at \$1,000.

## MEMORIAL DAY.

## U.S. LADIES DECORATE GRAVES AT HAPPY VALLEY.

A function that was both graceful and pathetic in its character took place yesterday at Happy Valley Cemetery, the principal participants being a committee of American ladies.

The occasion was Memorial Day, a day which has been set apart in the United States for the decoration of graves. It was originally intended chiefly for the honouring of the last resting places of Civil War heroes, but of late years the observance has grown to embrace a wider scope.

Carrying a profusion of beautiful wreaths and other floral offerings, the ladies proceeded by car to Happy Valley in the morning, and decorated the graves of American subjects buried there.

A U.S. naval detachment, under an officer, was present and assisted the ladies in the work.

Among the Committee were: Mrs. Chas. E. Richardson (chairman), Mrs. Dunbar, Mrs. Parker, Mrs. Dulos, Mrs. Mayers, Mrs. Holman Scott, Mrs. Benson, Mrs. Powell, Mrs. Tracey, and a number of wives and daughters of American naval men.

Two magnificent floral pieces, fashioned to represent the U.S. flag were especially noticeable among the decorations, which also included two anchors, three crosses, and sixty large wreaths.

## SEQUEL TO BIG ARMS SEIZURE.

## DEFENDANTS RELEASED ON \$10,000 BAIL.

At the Central Magistracy yesterday afternoon, two Chinese named Chan Fat, aged 37, unemployed and Ng Tit Hang, manager of the Chum Kee Money-changer's shop, was charged with unlawfully importing into the Colony without the licence of the Captain Superintendent of Police, four cases containing 80 Luger pistols, 120 spare magazines, 60 stocks, 5,698 rounds of ammunition, 224 rounds of flat nosed ammunition, and ten cases containing 95 Mauser pistols, 10,070 rounds of ammunition.

Mr. R. E. A. Webster appeared for the defence. Chief Detective Inspector J. Grant, who prosecuted, asked for a formal remand and the case was remanded to June 6th. Bail of \$5,000 each being allowed. As bail was forthcoming the defendants were released.

The arms and ammunition were seized by the Revenue Officers in fourteen cases in No. 22 godown at the Kowloon godown. The cases were unloaded from the s.s. *Anur Maru* which arrived in port on May 24th from Bremen and Hamburg.

## MODERN JACK SHEPPARD.

## RETURNS FROM BANISHMENT TO DO TWELVE MONTHS.

When a Chinese appeared at Kowloon Magistracy yesterday, charged with returning from banishment, Inspector Hutchins asked for the maximum punishment to be inflicted.

The man had given a great deal of trouble, said the Inspector. He had on one occasion escaped from a detective by jumping off the Praya, and the detective, in trying to follow, had broken his leg. Captured later, the man had again attempted to escape by jumping into the sea.

His Worship (Mr. E. W. Hamilton) passed sentence of twelve months' hard labour.

## A DEAF RICKSHAW COOLIE.

Said to be stone deaf, a ricksha coolie, appeared before Mr. E. Lindell, yesterday, at the Central Magistracy, on a charge of pulling a ricksha without a licence and offering a bribe to a police officer.

His Worship asked why defendant was allowed to go out and pull a ricksha when he was deaf. What would happen, he asked, if he got in the way of a motor-car. To this a clansman of the defendant's replied that although defendant was deaf he could see, whereupon the Magistrate asked how he could see behind him.

Ultimately the charges had been written out in Chinese and shown to defendant who pleaded not guilty to the court of offering a sum of \$1.50 as a bribe. The police officer then gave evidence and this had also to be written.

The Magistrate found the charges proved and imposed sentence as follows: For pulling a ricksha without a licence he was fined \$2 or 7 days; for offering a bribe he was fined \$25 or three weeks; the sentences to run consecutively.

## COMPANY MEETING.

## THE STAR FERRY COMPANY, LTD. COMPANY TO CONFINE ITSELF TO PASSENGER TRAFFIC ONLY.

The twenty-sixth ordinary general meeting of the Star Ferry Co., Ltd., was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., yesterday at noon, Mr. B. D. F. Beith presiding. There were also present: Mr. C. Gordon Mackie (Director), Mr. W. S. Brown (Secretary) and the following shareholders: Messrs. E. H. Neave, R. M. Davidson, D. Mackenzie, H. Hyde, E. S. Ford, L. S. Greenhill, F. H. Crappell, O. F. Ribeiro, A. A. Alves, and A. H. M. da Silva.

The Chairman said:—Gentlemen, I presume it is your wish that the report and accounts which have been in your hands for several days, should, as usual, be taken as read. The working of the Company continues to give a satisfactory return and in view of the increased earnings for last year, we are enabled to place a substantial sum to our reserve account which has not been added to since 1921.

The balance available for appropriation, including \$33,620.30 brought forward from last year, is \$297,232.71 and your directors recommend dealing with this amount as follows:—

|                                 |              |
|---------------------------------|--------------|
| Pay a dividend of \$2 per share | \$50,000.00  |
| Pay a bonus of \$3 per share    | \$30,000.00  |
| Transfer to reserve fund        | 100,000.00   |
| Carry forward to new account    | 37,232.71    |
|                                 | \$297,232.71 |

## NEW FERRY BOATS BEING CONSTRUCTED.

At our last meeting, reference was made to the congestion on the ferries and to the proposed plans for the construction of larger boats capable of carrying motor vehicles at the same time as passengers. After mature consideration, however, your directors have come to the conclusion that this Company should confine its operations to a purely passenger service, and to meet the congestion caused by the larger number of passengers travelling on our ferries two new vessels with increased accommodation are now under construction. When these are completed it is our intention to continue with the reconditioning of the older ferries, and as soon as circumstances permit to introduce a five minutes service during the day. These arrangements will materially add to the comfort and convenience of our patrons—a matter that will continue to receive the close attention of your Directors—and should the volume of traffic still further increase they may find it necessary to replace the smaller boats by new and more commodious vessels.

## TYPHOON DAMAGE.

The typhoons in July and August, I regret to say, caused considerable damage to the House Street Pier. Part of the cost of repairs has been recovered under the insurance policy, and the balance, amounting to \$5,372.71, has been debited to Profit and Loss Account.

While on this subject I feel sure I am voicing your sentiments in recording our appreciation of the loyal and gallant services rendered by the boxmen and crews of our launches during those trying times. It is due chiefly to their efforts that no serious accident happened to the passengers on the morning of 18th.

passengers, on the morning of August 18th, and incidentally that the bill for repairs to our fleet was a comparatively small one.

I do not think there is anything further in the accounts that calls for comment and I now beg to propose that the report and accounts, as presented, be adopted and passed.

Mr. C. Gordon Mackie seconded the adoption of the report and accounts and the motion was unanimously carried.

The Hon. Sir Paul Chater, C.M.G., was re-elected to the Board of Directors on the proposition of Mr. F. H. Crappell, seconded by Mr. E. H. Neave.

The appointment of Mr. C. Gordon Mackie as a Director of the Company in place of Mr. A. O. Lang resigned, was confirmed on the motion of Mr. L. S. Greenhill, seconded by Mr. E. S. Ford.

Mr. C. Bernard Brown was re-elected auditor for the ensuing year at a remuneration of \$300 per annum on the motion of Mr. J. Hyde, seconded by Mr. D. Mackenzie.

This was all the business before the meeting, the Chairman announcing that dividend warrants were ready and could be had on application.

## FARIES OF THE FOUNTAIN.

## ZEAL TO EARN MONEY LEADS TO BLACK EYE.

Two young Chinese women, one with a badly blackened left eye, appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, charged with disorderly conduct.

Inspector Blackman explained that the trouble arose over the use of the public fountain in Parker Street, where women filled buckets to carry for their employers at one cent per bucket. The injured girl, being anxious to earn as much money as possible, attempted to use the fountain out of turn. A dispute arose, said the Inspector, and he rather thought she got the worst of it.

His Worship's decision was quite impartial, a fine of \$5, with the alternative of two weeks' imprisonment, being imposed on each woman.

## ANOTHER PIRATICAL OUTRAGE.

## TOW BOAT FIRED ON: SEVEN WOUNDED ONE KILLED.

Word has been received by the Naval authorities in Hongkong that a piratical outrage occurred recently on the West River not far from Kongmoon. The news of the piracy was despatched to Hongkong by the Commander of H.M.S. *Tarantula*.

It appears that the incident took place off Yeh Ming. The Tok Shan-Kongmoon passenger service boat was fired on by pirates from the banks of the river resulting in one passenger being killed and seven wounded. H.M.S. *Tarantula* later arrived on the scene and the wounded passengers were transferred to the Naval boat and taken to Canton where they were handed over to the Civil authorities for transfer to hospital.

A projectile said to have been fired by the pirates from the banks of the river was found on board the tow boat, and is now in the hands of the Naval authorities.

The Commander of the *Tarantula*, as Chief British Naval Officer on the West River, has asked the Naval authorities in Hongkong to approach the Consul-General in Canton with a view to getting the Chinese Authorities to adopt measures to put a stop to piratical attacks in this particular section of the river, where they appear to be of frequent occurrence.

## PIRATES SHOT.

## EAST RIVER GANG CLEARED OUT.

Following up their campaign for the suppression of pirates haunting the East River creeks, General Chen Kwing Ming's troops have now practically cleared out the whole of the notorious gang of pirates which has been responsible for so many daring piracies during the last two years, the most sensational of which was the piracy of the s.s. *Sui An*. We are informed on good authority that only quite recently at Tam Shui two pirates who took part in the piracy of the s.s. *Hydrographer* were executed there. The gang has now been definitely broken up and it is thought that Hongkong shipping will be quite safe from piratical attacks in that direction for some time to come.

## MARINE COURT CASES.

At the Marine Court yesterday morning Chan Kam, the master of a fishing junk, was fined \$25 for using drags and grappling irons in the Harbour without permission of the Harbour Master. He was also fined \$5 for dumping rubbish or other substance in the Harbour without permission.

Four masters and ten mistresses of boats were charged with mooring inshore during prohibiting hours. One mistress failed to put in an appearance and her bail of \$5 was exonerated. The rest pleaded "Guilty." Fines of \$3 were imposed on the heavier boats and \$1 on the small craft.

## VALUABLE IRON MINES IN CHINA.

## DESTRUCTIVE INFLUENCE OF POLITICS IN BUSINESS.

The Asiatic News Agency says:—For the purpose of reorganising the valuable iron mines at Lungkuan and Yentungshan, along the Peking-Shuiyuan Railway, the shareholders of the corporation have elected Admiral Wu Yu-lin, Minister of Communications, as managing director. These valuable iron mines were originally discovered by Mr. Anderson, a Swedish mining engineer and adviser to the Ministry of Agriculture and Commerce, and the mining corporation was organized by the Anfu leaders, Lu Chung-yi, former Minister to Japan; Tsao Ju-lin, former Minister of Finance; and Ting Shih-yuan, former director of the Peking-Hankow and the Peking-Shuiyuan Railways. With the support of Marshal Tuan Chi-jui, ex-Premier, and Hsu Shih-chang, ex-President, the company started working with a capital of five million dollars. During the course of the world war, large quantities of iron ores were sold to Western purchasers and Japan, and consequently a loan of two million dollars was contracted from the Sino-Japanese Exchange Bank for the erection of modern furnaces at Yentungshan. Unfortunately, the political defeat of the Anfu party in Peking caused great confusion in the administration of the corporation, and at the present time, the company is practically lifeless. For the re-construction of this valuable company, whose iron ores are reported to be equal in quality to the Tayeh iron ores of the Han Yeh Ping Corporation, and the Japanese iron mines at Fushun, South Manchuria, the Anfu leaders have not transferred their rights to the Chihli leaders.

It is reported that Japanese and other foreign capitalists are willing to invest money for the successful development of the mines provided the organization and management of the Chinese corporation be thoroughly reorganised on up-to-date business lines. Admiral Wu Yu-lin, on account of the pressure of his duties, has appointed Mr. Sheng Chi, technical expert of the Chiao Tung, as the resident director of the Lung-Yen Mines.

## JUST ARRIVED

Per s.s. "CARMARTHENSHIRE."

## FRESH PROVISIONS INCLUDING—

|             |         |      |
|-------------|---------|------|
| IRISH BACON | per lb. | 1.20 |
| FILET COD   | "       | .80  |
| BLOATERS    | "       | .60  |
| KIPPERS     | "       | .65  |
| HADDOCK     | "       | .80  |

THIS PRODUCE IS GUARANTEED TO BE OF THE FINEST QUALITY.

## PROVISION DEPT.

TEL. 4567.

LANE, CRAWFORD, LTD.

## THE QUEEN OF ENGLISH PERFUMES.

POTTER &amp; MOORE'S FAMOUS MITCHAM

## LAVENDER WATER

(In Green Globe Bottles—3 Sizes).

Obtainable at

## THE CHINA DISPENSARY

82, QUEEN'S ROAD, CENTRAL.

## COLUMBIA RECORDS

"THE PARSON ADDRESSES HIS FLOCK"

(YES, I THINK SO)

By

VIVIAN FOSTER ("THE VICAR OF MIRTH")

No. 3218

## ANDERSON'S.

Wm Powell Ltd  
12, Des Vaux Road.

JUST ARRIVED.

SMART  
MILLINERY  
EVENING GOWNS  
EVENING BAGS  
EVENING SCARVES  
HAIR BANDS



## NEW ADVERTISEMENTS

## NOTIFICATION.

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED for PUBLIC BUSINESS on FRIDAY, the 31st JUNE, 1924.

R. H. R. WADE,  
Commissioner of Chinese Customs,  
Kowloon and District.  
York Buildings,  
Hongkong, 30th May, 1924. [834]

## BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, the 3rd JUNE, 1924.  
Hongkong, 29th May, 1924. [831]

## THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO, ANTWERP,  
LONDON AND STRAITS.

The Steamship "BENVANNOCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LTD., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rest.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th June, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 29th May, 1924. [832]

## S.S. "CHANTILLY."

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, etc., also Cargo ex a.s. "ANTIMOUS" from BORDEAUX, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN CO., LTD., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 31st May, 1924, at Noon, will be subject to rest and landing charges.

All Claims must be sent in to me on or before the 8th June, 1924, or they will not be recognized.

All damaged packages will be examined on Saturday, the 31st instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. R. RODENFUESS, Acting Agent.

Hongkong, 29th May, 1924. [817]

## LLOYD TRIESTINO S.N. CO.

## NOTICE TO CONSIGNEES.

The Steamship "SILVIO PELLICO"

FROM TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAID, MASSARA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN CO., LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 27th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rest.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODD & CO., LTD., Agents.

Hongkong, 27th May, 1924. [821]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR MANILA, SINGAPORE AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

## "ALIPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon, on TUESDAY, the 3rd JUNE, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further particulars, apply to—MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 29th May, 1924. [827]

## INTIMATIONS

## NOTICE.

IT is Announced that the ANNUAL PROCESSION of the BLESSED VIRGIN MARY will be held at the Compound of the ROMAN CATHOLIC CATHEDRAL, on the 31st INSTANT, at 5.30 P.M.  
Hongkong, 29th May, 1924. [830]

## NOTICE.

ON and after the 1st JUNE, the Office of the ASIATIC PETROLEUM CO. (S.C.), LTD., will be in "ASIATIC BUILDING," QUEEN'S ROAD CENTRAL. [824]

## THE HONGKONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING OF MEMBERS will be held on SATURDAY, 7th JUNE, 1924, at 12.30 P.M. in the JOCKEY CLUB ROOMS, HONGKONG CLUB ASSN. [814]

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 7th, and MONDAY, 9th JUNE, 1924, commencing at 3.30 P.M. Each Day. The First Race will be at 3.30 P.M.

The Charge for Admission to the Public Enclosure will be \$1.

Soldiers and Sailors in uniform, Half Price. Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSAY & DAVIS at \$5 each up to FRIDAY, 6th JUNE.

The Stewards invite the Ladies of Hongkong to be present.

THE CHINA LIGHT & POWER CO. (1918), LTD.

WE beg to Notify Our Consumers that on and after the 2nd JUNE, Payment of Our Monthly Accounts may be made at Our New Branch Office (EMERSON STREET), 22, NATHAN ROAD.

SHEWAN, TOMES & CO., General Managers. [825]

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 4227 for 500 shares Ewo Cotton Mills Ltd. in the name of Mr. EZRA ABRAHAM of Hongkong together with a duly executed transfer deed, purporting to assign the said shares has been lost.

The said shares are the property of the Undersigned and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Undersigned.

ELLIS & CO.  
No. 23 Ice House Street. [817]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MOREA"

ARRIVED HONGKONG ON 29th MAY, 1924.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rest.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, 29th May, 1924. [833]

PUBLISHED TO-DAY.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to read Home.

TO-DAY TILL SUNDAY.

MARY PICKFORD IN

"SUDS."

FELEX, THE HYPNOTIST.

THE CORONET.

## INTIMATIONS

## DEWAR'S

## The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's

"WHITE LABEL"

and

"VICTORIA VAT"

as supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants

ESTABLISHED 1841.

## BIRTHS.

CAMPOS.—At Shanghai, on May 26th, to Mr. and Mrs. M. P. de CAMPOS, a son.

LEITAO.—At Shanghai, on May 23rd, to Mr. and Mrs. MANUEL F. R. LEITAO, a son.

## DEATHS.

BRETHEN.—At Tientsin, on May 20th, Capt. G. C. BRETHEN, aged 77 years.

CLAXTON.—At the General Hospital, Shanghai, on May 26th, A. A. CLAXTON, dearly beloved husband of Cecile R. CLAXTON, and son of Rev. A. E. CLAXTON, aged 38 years.

KAY.—At Shanghai, on May 22nd, THOMAS KAY, last surviving son of the late Mr. and Mrs. DUNCAN KAY, of Renfrew, Scotland, and the China Inland Mission.

OZORIO.—At the Isolation Hospital, Shanghai, on May 26th, AMELIA MARIA SEQUEIRA OZORIO, aged 37 years.

Hongkong Office: 14, Chater Road. London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, MAY 31st, 1924.

## THE REPARATIONS PROBLEM.

THE changes recently made in the Ministries of France and Belgium seemingly make little or no difference in the general attitude of either country towards the all-important question of Reparations which is calling for settlement by the statesmen of Europe at the earliest possible moment. Though the Report of the Committee of Experts over which General Dawes presided has been accepted by all countries concerned as offering a new basis of discussion with some prospect of a final agreement, there seems every likelihood that serious differences will arise when the statesmen come down once more to discussing the details.

Mr. RAMSAY MACDONALD in one of the speeches he delivered shortly after taking office spoke of his intention to approach the European problem from "a new angle."

We have seen what that angle is. "I was succinctly stated in the speech reproduced in our columns yesterday, in these terms: 'Let us say to Germany: 'We are going to accept your word. If you say you are going to accept those reports we will take you at your word. We have no preparations to meet any default on your part. After this solemn obligation you do default, then we will be closer Allies

than ever. But we trust you.' What is the psychological effect of that? Why, my friends, with nations as with individuals, that puts them on their pride."

Mr. RAMSAY MACDONALD's task is to put the Allied Governments in an equally trustful frame of mind. Mr. POINCARÉ's letter to the Reparations Commission clearly expressed his concern for the pledges and guarantees Germany will be required to give to ensure that her word will be kept. He emphasised that the Experts' Reports were purely advisory. While indicating the steps which in the opinion of the experts should be taken, they leave it to the Reparations Commission to decide the methods to give them practical form and render them effective, as well as to decide points which the experts have regarded as outside the terms of reference to them. Before committing himself to a final acceptance of the proposals, Mr. Poincaré indicated that this cannot be done until the Governments have exact information as to the practical effect which the Reparations Commission gives to the experts' proposals, and also as to whether the German Government has taken the necessary steps to carry out the decisions of the Commission. That makes a settlement appear to be still somewhat remote. It is certain that the German Government will not, for one thing, readily consent to pay the sum fixed by the experts. In recent number of *The Statesman* appears an article on the Experts' Report, by the late Dr. HELFFERICH who recently met with a tragic death in a railway accident. The article begins with these words:

"According to the Report of the Dawes Committee of Experts Germany is able to pay, within the next five years, not less than 2,500 million gold marks yearly. In the following years the annual payments grow, with expanding German wealth, to still higher amounts, the addition being computed by means of a complicated system of index numbers of prosperity. These yearly payments, it is true, are somewhat below the original amounts fixed by the London Ultimatum—two milliard gold marks yearly, plus 25 per cent. of the value of German exports—but even the 21 milliard gold marks that form the basis of the payments to be made from 1928-29 onward, as well as the annual payments to be made up to that time in accordance with a partial moratorium, go far beyond all Germany will be able to pay even in the event of the most sanguine hopes of economic recovery being realised."

The late Dr. HELFFERICH was not only recognised as an economist and financier of high distinction, but was the acknowledged leader of the extreme Right in German politics. The views he expressed have therefore a special interest and certainly afford excuse for the cautious attitude Mr. POINCARÉ adopted. We can admire the way that Mr. RAMSAY MACDONALD is pursuing the line of policy he has adopted in the matter. It will be a "triumph" indeed if he can succeed in persuading the Allies to share his views. Judging from comments in the French Press on Mr. MACDONALD's utterances on the subject we cannot feel very sanguine of his success.

A seaman was knocked down and killed on Thursday whilst unloading iron at the Kowloon Godowns.

Colonel Russell Brown, R.E., who has been an official visit to Tientsin, returned to the Colony yesterday.

A memorial tablet to the late Sir Everard Fraser was unveiled at the British Consulate on Saturday last.

After the annual Procession which is announced to take place in the Roman Catholic Cathedral this afternoon, a sermon will be preached by the Rev. Fr. Jayme Martins.

Out of the Government Prize Fund the Harbour Master yesterday presented to a Chinese youth who jumped overboard from the Harbour Office launch in order to rescue a stevedorman a monetary reward.

As a mark of respect from his fellow members, the grounds of the Shanghai Cricket Club closed for a quarter of an hour while the funeral of Mr. A. A. Claxton was taking place at Bubbling Well Cemetery.

Yesterday morning's list dealt with before Mr. Justice Dyer Ball represented a record one in the history of the Court. No fewer than 150 writs were listed, many of which were noted for hearing in Chambers. In some cases dates of hearing in Court were fixed as far ahead as next July. Over fifty per cent. of the writs listed came under the category of landlord and tenant or tenant and landlord.

A Singapore contemporary states that the purchase of the land in the neighbourhood of St. James's, which is required for the construction of the new Municipal Electrical Power Station, has been completed, and, that the amount that has been paid to the owners, Mr. S. Q. Wong and others is in the region of \$1,000,000.

In a note to the Ministry of Foreign Affairs, the German Legation states that the previous charge that a certain German firm of Shanghai was trafficking in arms is not based upon facts. The note says that the Legation does not know of any German firm in China which is dealing now or will deal in arms in future.

Of Empire Day celebration at Singapore a correspondent writes to the local Press: "I believe Canadians did not approve of Kipling's *Our Lady of the Snows*. What would they say to this? Empire Day celebrations at a certain school in Singapore were in progress. One of items was where the various Dominions and Crown Colonies had to make their offering of wheat, cotton, wool, rubber, etc., to Britannia. Canada turns up with a tin of salmon and four catties of ice."

The Directors of the Shanghai Mutual Telephone Co. says in their annual report: "The past year has been a record one as regards the increase of telephones since the war, there being a net increase in lines of 1,004 and telephones of 2,987, as against an increase of 1,738 and 2,068 respectively last year. The total number of direct lines is now 1,903 and telephone instruments including extensions 29,640. The number of messages effected on the day of record were 190,352, being an increase of 11,528 and of these 20,365 were made in the busiest hour of the day."

Brief messages sent to us by Mr. Harry Morris in the course of his journey Home via Siberia, says the *N.C. Daily News*, are all in appreciative terms, the railway service excellent and the journey picturesque and interesting. He mentions that the only money in use in the "Chevonitz" note, worth about £1, with which the traveller has no trouble at all. "I am glad I came this way," Mr. Morris writes, "as it is not only interesting but extremely pleasant. There is one wagon lit car run by the Soviet Government, on the train. The dining car and food are very good."

HONGKONG'S NEW HARBOUR MASTER.

CEYLON OFFICIAL APPOINTED.

Lieut. Comdr. Geo. S. Hole, R.N., at present Master Attendant at the Port of Colombo, has been appointed Harbour Master of Hongkong, in place of Comdr. C. W. Beckwith, R.N., who was recently invalided to England on pension. The new Harbour Master is expected to take up his new duties in July.

Joining the Navy in 1904, Lieut. Comdr. Hole served as a Midshipman in the *Andromeda* and the battleship *Albatross*. In 1907 he was promoted to the rank of Sub-Lieutenant and in 1909 he saw service in the torpedo boat destroyer *Porpoise*. The same year he was given the rank of Lieutenant. In 1914 he was given command of the destroyer *Petrel* and was wounded shortly after the outbreak of war. In 1915 he was placed on the retired list and was granted a pension for wounds.

In the following year, 1916 he proceeded to Ceylon to take up an appointment under the Colonial Office. For a time he served at Colombo as Mine Sweeping Officer and for this special duty was granted the special rank of Lieut. Commander in October, 1917.

Lieut. Comdr. Hole has held various appointments since his arrival at Colombo, including that of acting Master Attendant (an office which is the equivalent to that of Harbour Master) and Chief Police Magistrate. He was appointed Master Attendant of Colombo in July, 1922. Lieut. Comdr. Hole was born in the year 1887.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at noon yesterday:

"Warning low pressure area extending across the China Sea to the Pacific Ocean. Northern Luzon and the Balingas Channel. A real typhoon may develop later."

## CORRESPONDENCE.

## THE ARMADILLO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR—"A.R." may be interested to know that on inspection of the armadillo in the Museum I am able to vouch for the fact that the creature killed last Tuesday was indeed an armadillo of about the same size as the one killed on the Peak tramway in May 1907. The tail of the latter is a trifle larger and the colour of the scales is brown whereas, in the lamp-light, last Tuesday's armadillo appeared to have rather greenish scales.

If the Curator of our Museum would like to add to his collection no doubt the skin would be obtainable on application to the chauffeur at the Hongkong Hotel Garage.—Yours faithfully,

"INTERESTED."

May 30th, 1924.

## THE S.P.C.A. BILL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR,—I am glad to note that "A.B." makes the candid confession that his letter of May 28th is not a detailed examination of the new Bill for the Prevention of Cruelty to Animals (although such would have been obvious in any case) but he should have gone further and added what it really is.

The *Gazette* and the daily papers have given space to this Bill recently, so "A.B." can hardly claim that so many words are required from him by any intelligent reader to merely draw attention to it.

As to the present law, he appears to speak with authority as to its adequacy to meet all likely needs; he thus implies that he is fairly well acquainted with all the various forms of cruelty practised in the Colony. He does not state which side he supports.

I have no intention of entering into any discussion with "A.B." on the subject, as it will, no doubt, be carefully considered in due course; but I should like to take the opportunity of allaying "A.B.'s" anxiety as to future prospects of Hongkong residents being branded as felons on account of the provisions of this new Bill: the law-abiding members of the public need have no fear in this respect; and even the defence referred to by "A.B." as a possible successful one in cases of itself, will hardly interest the average reader.

"A.B." who apparently knows little of the advance of veterinary science, describes what he considers constitutes "causing unnecessary pain to animals" (and to himself!) as being a matter of individual opinion, apparently irrespective of who the individual may be: this suggests his need of some standard definition of "cruelty," and the new Bill will just fulfill this need for him, although he thinks that the Bill is an attempt to "teach kindness to animals by putting human beings in gaol." It would be a pity if the law in this respect had to be enforced in some cases, but I am confident that most of my fellow citizens are not so hardened as to require such drastic measures to learn (and apply) the "instructions" contained in the Bill.—Yours faithfully,

Y. Z.

Hongkong, May 29th, 1924.

## GOLF.

## BEATING BOGEY.

A London paper has attracted much correspondence by asking for a term to describe beating bogey. Here are some of the suggestions:—

(1) A suitable term to describe beating bogey would be a "wonder." This condenses the words of the expression generally used of "one under" and at the same time describes the feelings of the average golfer who, after a mighty drive and soul-stirring brassie shot, finds his ball on the far edge of the green of that terrible 14th hole, and manages, in fear and trembling, to hole out in four. When from the green he gazes back to the tee in the dim distance he wonders how he did it and if he will ever do it again.

(2) Why not call one under a "plum," two under a "peach," and three under a "well." (Handicap 10) got one once, taking an out-of-bounds carry, and my opponent call it a "frank."

(3) I think "crumb" is the best word to describe the feat, as it brings comfort to the soul after a struggle not often successful.

(4) I think the word "beabo" would be suitable.

(5) My wife suggests "Diddle." But I say, why not "boggy-boggy"?

(6) In a golf club I know, when a player beats bogey he receives a reward from his opponent, and in the case of a four-ball match from each of the three other players. This is called "talent money." I venture to think that the word "talents" more appropriately describes the excellent performance than the words mentioned by your correspondent.



## CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## THE RUSSELL CASE.

HOUSE OF LORDS ALLOW WIFE'S APPEAL.

ECHO OF INTERESTING CASE.

LONDON, May 30th.

The House of Lords has allowed Mrs. Russell's appeal against the decision of the Divorce Court in early 1923 granting her husband, the Honourable Hugo Russell, a decree nisi on the ground of his wife's misconduct with a man unknown. The decree was subsequently upheld in the Court of Appeal.

[Thus ends one of the most remarkable law cases of history. It commenced over a year ago in the Divorce Court, London, when the Hon. John Hugo Russell petitioned for a divorce on account of his wife's alleged misconduct. The one named correspondent was dismissed from the case, but, according to the verdict, misconduct was proved against the wife with a man unknown. As the above cable states, Mrs. Russell's appeal was dismissed, so the action in which she has been successful is the third. What adds interest to the case is the fact that Mrs. Russell has a little son. Her husband asserts that it is not his. The Hon. John Hugo Russell is the eldest son and heir of Baron Amphil. The boy whose parentage has been severely questioned in three Courts will, in the natural course of events, succeed to the Amphil title and estates.]

## SOVIET DELEGATES AT THE PALACE.

LONDON, May 30th.

The Soviet delegates have been invited to the King's levee at Buckingham Palace on Monday.

## "SUSPICION OF JAPAN."

LONDON, May 30th.

The *Daily News* Naval correspondent states that the fact that the combined American fleets next year's rendezvous is to be Hawaii, where they will carry out joint manoeuvres in the mid-Pacific, clearly indicates that the objective of the latest naval agitation in the United States is deep-seated. A suspicion of Japan is underlying all the uneasiness.

A report from Washington says that the disturbed state of the American-Japanese relations is a factor of chief importance in connection with securing the adoption of the Naval Construction Bill.

## THE SOVIET-GERMAN FUED.

MOSCOW, May 30th.

As a sequel to the recent incident at the Russian Trade Delegations' offices at Berlin, licenses for the importation of 11,000,000 roubles' worth of German goods has been cancelled, and the orders placed with Britain, Italy, Czechoslovakia and Austria.

Russian goods destined for export to Germany have been directed elsewhere.

## A POLONO-ASIATIC ASSOCIATION.

WARSAW, May 30th.

The Government has approved the formation of a Polono-Asiatic Association, the objects of which are to exchange information and establish commercial and intellectual relations between Poland and Asia.

## EXPLOSIONS AT BUCHAREST.

ROYAL FAMILY VACATE PALACE.

ARSENAL COMPLETELY DESTROYED.

BUCHAREST, May 29th.

The explosions, which were caused by a spark from a locomotive, entirely destroyed the arsenal.

Twelve thousand large calibre shells stored in the magazine were blown up and several barracks and other military establishments and a girls' school were destroyed in the ensuing conflagration.

The King and Royal family moved from the palace owing to the danger.

The King visited the scene of the disaster with his Ministers, risking the constantly exploding shells.

An official statement from Bucharest says that the damage of the explosion was very heavy.

No-one was fatally injured.

The cause of the disaster has not yet been ascertained.

## ITALIAN ROYALTY DEPARTS.

LONDON, May 30th.

Their Majesties the King and Queen of Italy, who departed for Rome to-day, were seen off by King George and Queen Mary and the Prince of Wales.

## GOVERNMENT AND UNEMPLOYMENT.

PREMIER INDICATES POLICY.

NOTE OF CENSURE FAILS.

LONDON, May 29th.

Mr. MacDonald, and not Mr. Shaw, took charge in to-night's House of Commons debate on unemployment, when Sir Wm. Joynson Hicks reintroduced his motion.

It had been a day of intense political excitement, with talk of the possibility of a dissolution, and Ministerialists were urgently whipped up for the division. Mr. Asquith presided at a meeting of the Liberal party in the afternoon to discuss tactics, the inconclusive result showing that the Liberals are still acutely divided on the question of supporting the Government.

Sir Robert Horne opened the debate, and declared the country's patience was exhausted. The Government's record was one of hypocrisy and dismal failure. Mr. MacDonald's gaze was so fixed on the foreign horizon that he stumbled over his own doormat. (Opposition cheers.)

LABOUR'S CHALLENGE.

Mr. MacDonald received an ovation from the Ministerial benches on rising to reply. He said he regretted Sir Robert Horne's tub-thumping, and agreed that opinion in the country was changing, but it was against the Opposition and in favour of Labour. He concluded by declaring that Sir Wm. Joynson Hicks' motion was a vote of censure, and if it were passed he assured the Opposition he would do his best to meet them on the platforms of the country. (Prolonged Ministerial cheers.)

Mr. MacDonald declared that the Government had left the present one with bare cupboards, in solution of the problem. He declared that the unemployment schemes were inextricably involved with the problem of local rating and Imperial taxation. The Government was proceeding with certain large arterial roads payable from central funds, on which he hoped men would shortly be employed. He insisted that haste must not unduly be applied to intricate problems. He dwelt on the importance of developing national schemes, such as hydro-electric production and afforestation, but preliminary investigations and the acquisition of the necessary powers took time. He asserted that the Government was bound up with a land settlement scheme, and was of opinion that the Government ought to plant at least thirty thousand acres annually.

At the conclusion of Mr. MacDonald's speech, the Liberals trooped out of the House to hold a party meeting with regard to what attitude to adopt on the vote. Consequently exceptional interest was attached to the speech of Mr. Asquith, a later. He indicated at an early stage that the Liberals were prepared to give the Government a little more time to turn round.

THE LIBERAL VIEW.

Mr. Asquith further said their willingness to give the Government time was contingent on an understanding that the vote being discussed be kept open in order that the Liberals be fully enabled to obtain perfectly independent scrutiny of the results of the Government's proposals. He regarded the premier's statement to be a considerable addition to the House's previous knowledge of the Government's programme. He was far from fair to an inexperienced and new Government. (Ministerial cheers.) He had no reason to love the Labourites, but was not anxious to pay off old scores as to contribute whatever was possible towards a settlement of the unemployment problem. Mr. Baldwin declared that the Conservatives were ready to meet Mr. MacDonald's challenge in the country whenever the Government threw it down.

Sir Wm. Joynson Hicks' motion was rejected by 200 to 252.

Mr. Baldwin in the course of his speech said the Government's suggested schemes would not prove a positive remedy for unemployment, regarding which the Labourites were as far off as when they assumed office.

A hundred Liberals voted against the motion of censure, and thirty abstained, in response to Mr. Asquith's appeal to non-supporters of the Government policy, while eight voted for the Opposition. The debate on the main estimates was adjourned *sine die*.

## NATIONAL RIFLE ASSOCIATION.

A NEW BISLEY COMPETITION.

LONDON, May 29th.

Lord Chelmsford, presiding over the annual meeting of the National Rifle Association, announced that a new Bisley competition, "The Overseas," open to British subjects resident overseas, would be introduced in view of the large number of visitors from the Dominions. The prize-list would total £100. Entrancer fees would not be charged. There would be a record number of competitors at Bisley this year, including representative teams from Canada, Australia, South Africa, India, Rhodesia, Natal, the Gold Coast and Malaya.

Lord Chelmsford said that the Australians, holders of the Empire trophy, had again waived their right to have the match shot off in Australia, and were sportingly bringing the trophy to be contested at Bisley.

The Chairman announced that the Prince of Wales had consented to present the prizes at Bisley this year.

## FRANCE'S HISTORIC SPOTS.

AMERICAN FUNDS FOR PRESERVATION.

PARIS, May 29th.

Mr. John D. Rockefeller has informed M. Poincaré that he is placing \$1,000,000 at the disposal of a Franco-American committee for the reconstruction of the roof of Rheims Cathedral, the restoration of the Versailles Palace and fountains, and urgent repairs in Fontainebleau Castle and park.

## THE WORLD'S SPORT.

HOME CRICKET.

SOUTH AFRICA VS. SCOTLAND.

LONDON, May 29th.

The match between Scotland and the South Africans opened at Edinburgh in fine weather before two thousand spectators. Scotland scored 177. (Ferguson 33) Carter taking 5 for 51.

The South Africans replied with 95 for 3.

At Swansea, Glamorgan beat Leicestershire by an innings and 121 runs. Glamorgan compiled 364 (Abel 107). Leicestershire scored 145, Ryan taking 6 for 46 and followed with 65, Ryan taking 5 for 18.

## OLYMPIC FOOTBALL.

PARIS, May 29th.

In the second round of the Olympic Association football competition, Sweden beat Belgium by 8 goals to 1. Italy beat Luxembourg by 2 to nil. Egypt beat Hungary by 3 to nil, and Uruguay beat the United States by 3 to nil.

## DAVIS CUP TENNIS.

ANNHEIM, May 29th.

In the Davis Cup tennis competition, Jacob (India) beat Van Lennep (Holland) 6/3, 3/6, 6/3, 7/5 and 9/7.

Steen (India) beat Timmer (Holland) 6/1, 6/2 and 6/2.

Van Lennep at the outset easily outplayed Jacob by means of better driving and beautiful drop-shots. Jacob was uneasy at the beginning, but he gained the upper hand by steady baseline play.

Van Lennep became fatigued after leading 5/4 in the fourth set and 7/6 in the final.

Steen was much superior to Timmer, who had no chance against Steen's stone-wall baseline play. Timmer was erratic with his smash-shots and volleys.

## BRITISH AMATEUR GOLF CHAMPIONSHIP.

KYLE DEFEATS TOLLEY.

ST. ANDREW'S, May 29th.

In the fifth round of the Amateur Golf Championship, the Scottish international player Denis Kyle beat Tolley by 3 and 2.

Tolley's defeat was all the more surprising, as the feature of the fourth round in the morning was the enormity of his and Wethered's victories.

Tolley beat Major Campbell (Tantallon) by 7 and 6, and Wethered beat the Wiltshire player, C. Lee, by 7 and 5.

On the other hand, Kyle beat Braid at the 21st hole after a terrific match.

In the fifth round, 2,000 spectators watched Tolley, who gave an excellent display, but Kyle, who was playing at the top of his form, was deadly at putting, and was one hole up at the turn. After this he played as though inspired.

Wethered beat Major Horlett (Royal Portrush) by 3 and 2.

John Caven beat 1. Sidebottom (Stockport) by 2 and 1.

Harris (Royal and Ancient) beat the Murray player, W. Tweeddale, by 3 and 2, and Holderness beat the Prestwick player, John Wilson, by 3 and 2.

## HOME BOXING.

AUSTRALIAN AND BRITISH VETERAN BEATEN.

LONDON, May 30th.

At the Albert Hall, in a fifteen round heavyweight contest, the Londoner Phil Scott gained the decision on points over the Australian George Cook.

At the Albert Hall, in a fifteen round heavyweight contest, Jack Bloomfield knocked out Dick Smith in the fourth round.

## AMERICAN BASEBALL.

NEW YORK, May 30th.

NATIONAL LEAGUE.

Chicago 3; Pittsburgh 2.  
Boston 5; Philadelphia 4.

AMERICAN LEAGUE.

Detroit 13; St. Louis 7.

## EARLIER CABLES.

(REUTER'S AMERICAN SERVICE.)

## IRISH REPUBLICAN FUNDS.

PORTION FOR MR. DE VALERA.

NEW YORK, May 29th.

The State Supreme Court has decided that Mr. De Valera and Mr. O'Mara are entitled to a reasonable part of the \$250,000, formerly the Irish Republican funds which are deposited here for use in defence of the suit brought by the Irish Free State for the possession of this money.

A commissioner has been appointed to determine what constitutes a "reasonable part."

## FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

## REPORTED DEATH OF THE "LIVING BUDDHA."

PEKING, May 30th.

Li Chia Ao, the Chinese representative at Moscow, has telegraphed to the Government reporting the death of Hutukhtu.

Recent reports have been reaching Peking from Urga stating that the "Living Buddha" is ill.

Chinese Bonds in Russia.

LONDON, May 30th.

The *Times* says that the Chinese Government's ruling that the Russian portion of the Chinese Bonds of the 1913 Reorganisation Loan are to be exchanged for new bonds only where the holders furnish a statement regarding the history of the Bonds from 1917, which has to be placed with the present holders. This is a very unfortunate position. The ruling, if rigidly maintained, would mean that a number of bondholders would totally lose their investment. The Chinese Government's attitude certainly seems to call for reconsideration. Meanwhile it is understood that it is proposed that the bondholders whose interests are jeopardised will make organised efforts to obtain a modification of the conditions.

## THE FRENCH FLIGHT.

CAPT. DOISY AT PEKING.

PEKING, May 30th.

Capt. Doisy, interviewed by Reuter, said the Chinese authorities en route had been helpful, but it was his most difficult sight so far as landing was concerned. At Suchowfu a tyre burst, causing a breakage of the shock absorber strut, which the fliers repaired. While he was flying, his magneto burnt out and a valve had to be replaced.

He made a perfect landing at Nanyuan, being escorted by a Chinese plane which went out to meet him. A thousand people were present, including Frenchmen forming most of the French community, representatives of the Legations and numerous high Chinese officials.

A feature of the reception was the presentations made Doisy and his mechanic consisting of commemorative medals and certificates from the President and from the Aviation Department, also handsome curios. The Aviation Director delivered an address of welcome, to which Doisy replied, thanking the Aviation Department for the assistance it had given him throughout.

Capt. Doisy expects to remain in Peking two, or perhaps three days. The French Minister gives a dinner to the aviator to-night and Presidential and other receptions have been arranged for to-morrow.

## U.S. IMMIGRATION LAW.

LENGTHY JAPANESE PROTEST.

WASHINGTON, May 29th.

Owing to its great length, some time will be required to decode the Japanese protest to the American Government in connection with the passage of the Immigration Bill, which has been received here by cable.

The officials at the Japanese Embassy are doubtful whether the communication can be put into shape for presentation to Mr. Hughes, Secretary of State, to-day.

WHERE DO ELEPHANTS DIE?

Mr. W. O. Horns (I.C.S., retired) writes to *The Field*—I have some acquaintance with the elephant jungles in Ceylon and elsewhere, but I have never heard of a wild elephant being found dead. Leaving out of account, however, my own quite insignificant experience, I remember that the late Mr. Saunders, who knew more about elephants than any other man in India, stated that the finding of a dead elephant was so rare, that not only had he never seen the remains of any that had died a natural death, but also he had never met any jungle man, who had had the experience. Moreover, during all the time that he lived in the Mysore forests, no single pair of tusks was ever found. Of course, wild elephants must die, some time, but the facts are remarkable.

## EVEREST EXPEDITION.

PARTICULARS OF MEN AND ROUTE.

The following article is not one of the series of reports from General Bruce, on the progress of the expedition; but is an interesting survey of the great undertaking written just before the start.

Following the same route of approach as the expeditions of 1921 and 1922 the little party of British soldiers, climbers, and scientists will march 450 miles north-east up the Chumbi valley for some 90 miles to Phari Dzong, where it turns north-west for 60 miles to Kampa Dzong, and then nearly due west for another 80 to Shekar Dzong, about 80 miles north of Everest from Shekar for the last stage of the journey, it will follow the Rongbuk valley to General Bruce's old base camp at the foot of the glacier, which should be reached about the end of April. There will then remain perhaps six weeks before the "breaking" of the monsoon. During which time—none too long—the ladder of high camps will be established and the attempt or attempts to reach the summit carried out.

This time General Bruce will have with him as his second-in-command Major E. F. Norton together with Mr. George Leigh-Mallory and Mr. T. Howard Somervell—the three who, two years ago, broke the world's record by climbing to a height of 29,533ft. He will have also, of the members of the last expedition, his cousin, Captain Geoffrey Bruce, and Captain Morris, as transport officers, and Captain J. B. Noel, once again the photographer and cinematographer of the party. Of these Mr. Mallory is the only one who was with Colonel Howard Bury in the reconnaissance expedition of 1921.

To these have been added this year six fresh recruits, all of them skilled mountaineers. Mr. N. E. Odell, of the Imperial College of Science, acted as geologist to Spitsbergen, and has had considerable experience in climbing. Mr. Bentley Beetham, now agricultural master at the North-Eastern County School, is a Fellow of the Zoological Society, and was an ornithologist in the 1911 expedition to the Arctic Island of Jan Mayen. In company with Mr. T. H. Somervell, he has climbed extensively in Switzerland, where last year they made the ascent of 35 peaks in 35 days, and incidentally, tested the oxygen apparatus designed for the present expedition by carrying it over the Elger. Mr. A. C. Irvine of Shrewsbury and Merton College, Oxford, is another good climber. Two years ago he rowed two for Oxford in the University Boat Race, and was with Mr. Odell in the last Spitsbergen Expedition. Mr. J. de V. Hayard, like Mr. Beetham, a North Countryman, used to climb in the Alps as a boy before going to Leeds University, and since then both in Switzerland and in the Lake Country has done plenty of climbing. An engineer by profession, he joined the Royal Engineers in the war, in which he was wounded and decorated; he has recently been working on the North-West Frontier of India, and has travelled in Kashmir and Chitral. Major R. W. G. Hingston, the medical officer of the expedition, is another of the recruits whose work has taken him to the same part of the world. He was the medical officer attached to Captain Alison's Survey of India party and is a well-known naturalist. Besides his two books on the natural history of India and of the Himalayas, he has written on the conditions of blood pressure in high altitudes. Mr. E. O. Shebbear, who is in the Indian Forest Service, was for many years in Sikkim, and speaks both Nepali and Tibetan.

OTHER MEMBERS.

Besides his ability as a climber, Col. Norton, who was decorated with the D.S.O., and the Military Cross in the war, is known as a keen soldier and a devoted follower of the sport of pig-sticking; he has a good knowledge of botany, a quick eye for the habits of birds, and knows how to paint them. Mr. Somervell, too, is a clever artist, and his love and knowledge of music, as many people in this country are aware, enabled him to bring back from the last expedition a fascinating collection of Tibetan melodies. Once a surgeon in a London hospital, he is now (when he is not climbing) a missionary, and an expert mountaineer of fine physique and exuberant energy. Captain Bruce and Captain Morris are both officers in famous Gurkha regiments and therefore very much at home with the hill-tribes of the Himalayas. In 1922 Captain Bruce, accompanied by Captain Finch (and, till the very last lap, by the Gurkha N.C.O., Lance-Naik Tejhr Bura) achieved the distinction, though he had practically no previous experience of the snow mountains of climbing with the help of what the Sherpas now call "English air," 29,500ft. at present the greatest height ever reached by the foot of man. To his brother Gurkha officer Captain Morris, the difficult task of evacuating the lower camps after the monsoon had broken in 1922, and throughout the expedition his work in directing the transport was of the greatest value. As for Captain Noel, the beautiful photographs and film pictures which he brought home and exhibited all over the country are standing evidence of the thoroughness, and devotion of his work, which on one occasion kept him at an altitude of 30,000ft. for four days and nights. This time, arrangements have been made to send his films and plates down to Darjeeling for development. In 1922 he dealt with most of them himself on the spot, at the foot of the glacier under most adverse conditions of temperature, wind, dust, and freezing water.

With men like these at his command, General Bruce has set out with good hopes that if the monsoon is kinder than it was in 1922—last year it broke much later—some of the hand of climbers will this time reach the summit. His own climbing days—he was born in 1880, are over, and in obedience to orders he must content himself with a modest altitude of 16,500ft. and a temperature round about zero, in the base camp. On him especially the success of the expedition, whether the top of the mountain is reached or not, must depend. His books, "Twenty Years in the Himalayas" and "Kulu and Lahoul" are the documentary evidence of his unrivalled knowledge of climbing in the Himalayas, to which, during his 33 years' service in India, he devoted most of his leisure. From the Hindu Kush eastwards, in Chitral and Gilgit, in the Gharwal and Kulu and Lahoul districts, and in Kashmir, on Nanga Parbat and the Karakoram, and at many other places along the mighty range he has climbed alone, and with Sir Francis Younghusband, Sir Martin Conway, Mr. Munro, Professor Norman Collier, Dr. Longstaffe, Mr. Munro and other great mountaineers, besides taking part, as a soldier, in various expeditions and campaigns in Burma, Hazara, Miranzai, Waziristan and Tirah. From Egypt and the Dardanelles, where he commanded the 16th Gurkhas and was severely wounded, he returned to India in 1912. Through all his military service on the frontier he has regarded instruction in hill-climbing and scouting as an indispensable part of the training of his Gurkhas, and in India, Switzerland, the Coolins, and his own (and Mr. Lloyd George's) native mountains, he has made his hobby the handmaid of his profession.

He is a man of unusual physical strength and fitness which not even his three years' command in the climate of Bannu was able to overcome. "So far as I know," writes Sir Francis Younghusband, "he was the first man to propose a definite expedition of Everest" (that was in 1923), and the idea has never left him. When the Everest Committee of the Geographical Society and the Alpine Club decided to follow up Colonel Howard Bury's work with a second attempt on the mountain, he was, of course, the one obvious man for the position of leader. According to the same authority (and there is none better) he is an expert climber and knows the Himalaya-conditions as no other man.

He loved his Gurkhas, and was beloved by them. He spoke their language, and knew all their customs and traditions. For organizing his corps of porters, for dealing with the Tibetans, for keeping together the climbers from England, who were mostly quite unknown to each other, but who all knew of General Bruce and his mountaineering achievements in the Himalayas. General Bruce was an ideal chief.

IN SPIRIT OF TRAGEDY.

So it has been proved by the experience of the last expedition, most of all perhaps, thanks to his tact and cheerful human sympathy in dealing with the Tibetans and Gurkhas, and the wonderful Sherpa porters, all of whom volunteered for the present expedition in spite of the tragedy which overwhelmed seven of their number at the close of the last. Leader and followers, the "personnel" of the expedition is of the best. All that is needed for its final success is good fortune and favourable weather.

After the reconnaissance expedition, Mr. Mallory expressed the opinion that it was fifty to one against the chance of any particular expedition reaching the summit in any given year. But since then much has been learnt, and done by Mr. Mallory himself and others, and Mr. Mallory has gone to join in the attempt for the third time. The difficulties may again be found insuperable, but they may not, and all who have the love of great mountains and of gallant endeavour in their heart will join in hoping that this year Geoffrey Bruce's parting words to the goddess mountain in 1922 may be fulfilled.

The following paragraph appears in recent Indian papers:—

Major Hingston, who is in medical charge of the Everest Expedition, telegraphing that he is obliged to insist on Brigadier-General Bruce's return to Darjeeling to recuperate from the attack of malaria, which compelled him to leave the Expedition at Phari. If he speedily recovers he may rejoin the Expedition, whose work will go on unchecked under the leadership of Norton.

## OSBORNE TO LET.

TENANT WANTED FOR THE ROYAL NAVAL COLLEGE.

The Royal Naval College at Osborne, Isle of Wight, together with the Captain's residence, the Nelson Room dormitories, and 60 acres of grounds, are to be let on lease.

Osborne College was opened by King Edward in August, 1907, and was closed in April, 1921, as a cadet's training establishment, owing to the reduction in the number of cadets being taken into the Navy. Cadets have since been trained at Dartmouth. A suggestion that it might have been of use to the Air Ministry for instructional purposes was not adopted.

The playing fields of the college are said to be the finest in the world.

The Prince of Wales and two other sons of King George, received their early naval training at the college, as also did Prince Charles, the son of the King of Belgium.











## SHIPPING NEWS

## ARRIVALS.

May 29th.  
*Hupei*, British str., from Canton, lying at buoy No. 238.  
*Lushan*, Japanese str., from Canton, lying at buoy No. 238.  
May 30th.  
*Chihli*, British str., from Canton, lying at buoy No. 238.  
*Dejima*, British str., 1,047 tons, Capt. C. W. Shearer, from Saigon, with a cargo of rice, lying at buoy No. 238.  
*Hokkaido*, Japanese str., 288 tons, Capt. Iwano, from Kwang Chow Wan, with a general cargo, lying at buoy No. 238.  
*Tokyo*, Japanese str., 1,733 tons, Capt. R. Berg, from Kwangchow, with a cargo of lime stone, lying at Kowloon wharf.  
*Kasato*, British str., from Canton, lying at buoy No. 238.  
*Kioto*, British str., 5,703 tons, Capt. C. M. Redhead, from Shanghai, with a general cargo, lying at buoy No. 238.  
*Muroran*, Japanese str., 5,353 tons, Capt. K. Watanabe, from Japan, with a general cargo, lying at Kowloon wharf.  
*Yamaguchi*, Japanese str., 1,159 tons, Capt. T. Terakawa, from Colombia, lying at Stauetters, Master.

## CLEARANCES.

May 29th.  
*Denanach*, from Shanghai.  
*Hsinchih*, for Shanghai.  
*Takao*, from Hainan.  
May 30th.  
*Chihli*, for Shanghai.  
*Dejima*, for Batavia.  
*Hupei*, for Swatow.  
*Hindenburg*, for Shanghai.  
*Hupei*, for Amoy.  
*Kasato*, for Singapore.  
*Kioto*, for Canton.  
*Kasato*, for Swatow.  
*Kasato*, for Fuzhou.  
*Muroran*, for Singapore.  
*President Jackson*, for Manila.  
*Shanghai*, for Shanghai.  
*Takao*, for Singapore.  
*Tokyo*, for Yokohama.

## PASSENGERS.

Per P. & O. *Korea*, from Shanghai, on May 29th: Mr. J. F. W. Brooke, Mr. F. E. Rickard, Mr. and Mrs. Brown, Mr. A. D. Bell, Mr. G. H. Hock, Mr. W. Cox, Mr. G. G. Dexter, Miss Gilbertson, Mr. Hunter, Mr. Huisken, Mr. D. James, Mrs. Kennedy and child, Mr. D. Lee, Mr. T. S. Lays, Rev. and Mrs. Maudslayi, Mr. F. Maudslayi, Rev. and Mrs. Macpherson and two children, Mrs. and Miss Oudney, Mr. Potter, Mrs. A. Pinkoff, Mr. and Mrs. Piggott, Prof. and Mrs. Purvis, Capt. B. Pritchard, Col. Russell Brown, Mr. M. Sharp, Rev. F. Shelly, Miss E. G. Stedman, Mrs. E. Samsom, Mr. Stevenson, Mr. C. C. Shelton, Mr. G. Sterling, Dr. and Mrs. Thomson and two children, Mr. F. V. Tinsley, Mr. Travers Lacey, Mr. W. T. Williams, Mrs. Whiteside, Mr. E. S. Wilkinson, and Mr. Yang Chang Pei.

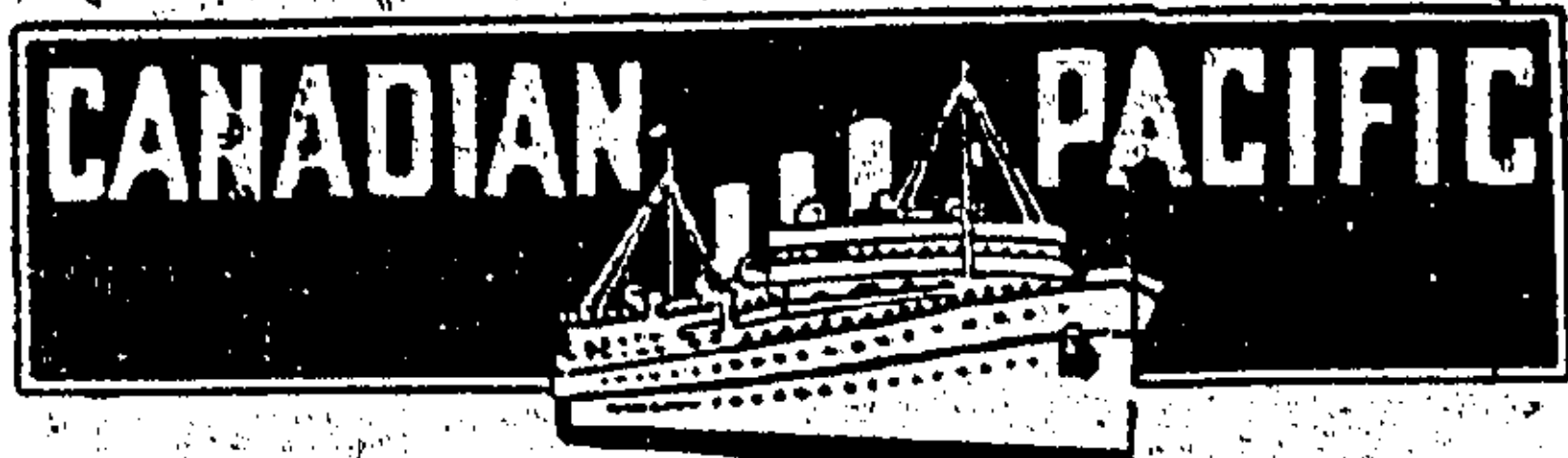
Per P. & O. *Korea*, on May 29th: Mr. E. M. Fenton, Mr. F. C. Bowman, Mr. C. H. Cooper, Mrs. N. M. Green and infant, Mr. Bouscavin, Mr. P. Lokumal, Lieut. G. St. J. Edmondstone, Miss Hughes, Mr. J. D. Adams, Mr. G. Arnfield, Mrs. M. M. Smith and child, Mr. B. T. Aitken, Mr. C. A. Stone, Mr. E. W. Williamson, Mr. H. A. Sweet, Mr. J. W. Tumpkin, Mr. D. E. Commissariat, Mr. R. A. Jones, Mr. S. F. Freese, Mr. E. P. Dunnett, Mr. Schjarm, Mr. E. B. Dunnett, Mr. and Mrs. A. Macdonald, Mrs. E. H. Lee, Miss B. Hilson, Mr. E. W. Dale, Capt. F. K. Tomlinson, Mr. G. B. Pike, Mr. and Mrs. A. D. Blackburn and child, Miss J. Robertson, Mr. Buch, Mr. J. Perinamand, Mr. H. G. Thorpe, Miss H. M. Wrigley, Mr. H. Cox, Mr. E. J. Edgar, Mr. A. Croome, Rev. and Mrs. E. E. Smythe and two children, Mr. A. S. Cole, Mr. and Mrs. S. M. Kohn, Mr. and Mrs. B. Green and child, Mr. C. A. Stone, Mr. J. G. Brash, Mr. and Mrs. F. A. Pennington, Mr. A. Abenhaver, Mr. and Mrs. H. M. Green, Mr. and Mrs. H. M. Green, Mr. E. A. Green, Mr. H. T. Taverton, Lieut. K. A. Grant, Miss S. H. Robertson, Mrs. Cohen and child, Miss V. S. Lashiton, Mr. W. S. Small, Mrs. Hiley, Mr. W. E. Carver, Miss J. Blyth, Mr. and Mrs. Mohan, Mr. J. N. Brown, Mr. J. A. Roberson, Miss M. Rogers, Mr. J. A. McFarlane, Mr. G. Crawford, Mr. and Mrs. P. N. Karanjia and two children, Mr. H. C. Murgan, Mr. A. W. Norrie, Mrs. S. E. Ounrod, Mrs. L. Kristofferson, Miss K. Fryer, Mr. D. M. Stewart.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* arrived at Kobe on May 29th at 7 p.m., left on May 30th at 6 a.m., and is due at Shanghai on June 1st at noon.  
The P. & O. *Nature* arrived London from Hongkong on 28th May 3 a.m.  
The S.S. *Albatross* (Blue Funnel), due June 1st, arrived at New York, on the 29th inst.

## VESSELS EXPECTED.

*Anchises* (Blue Funnel), due June 1st.  
*Horizon* (O.S.K.), due June 2nd.  
*Oregon* (N.Y.K.), due June 1st.  
*Dejima* (Blue Funnel), due June 1st.  
*Dordania* (Blue Funnel), due today.  
*Demodocus* (Blue Funnel), due June 7th.  
*Empress of Australia*, due June 4th, 5 p.m.  
*Albatross* (Blue Funnel), due June 29th.  
*Fukumi Maru* (N.Y.K.), due June 1st.  
*Hokkaido Maru* (N.Y.K.), due June 10th.  
*Hakusan Maru* (N.Y.K.), due June 20th.  
*Honolulu Maru* (O.S.K.), due June 1st.  
*Polyphemos* (Blue Funnel), due June 3rd.  
*President Hayes* (Dollar), due June 23rd.  
*President Jackson* (Admiral Oriental), due June 2th.  
*President Jefferson* (Admiral Oriental), due June 2th.  
*President Lincoln* (P.M.), due June 7th.  
*President Van Dyke* (Dollar), due June 9th.  
*Seino Maru* (T.K.K.), due June 2nd.



## HOME VIA CANADA

Hongkong to England  
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.  
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Empress Asia July 8 July 21 Empress Scotland July 30 Aug. 6  
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| Hongkong | Manila   | Empress Asia | June 25 | June 27 |
| Manila   | Hongkong | Empress Asia | July 2  | July 4  |
| Hongkong | Manila   | Empress Asia | July 9  | July 11 |
| Manila   | Hongkong | Empress Asia | July 16 | July 18 |

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SEINO MARU ..... 20,000 tons, June 18th  
SEIBO MARU ..... 20,000 tons, June 21st  
TAIYO MARU ..... 20,000 tons, June 24th  
TENYO MARU ..... 20,000 tons, June 27th

HONGKONG TO VALPARAISO.  
VIA JAPAN, HONOLULU, HILA, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEDO, ARICA AND IQUIQUE.  
STEAMERS  
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RAKUYO MARU ..... 15,500 tons, June 18th

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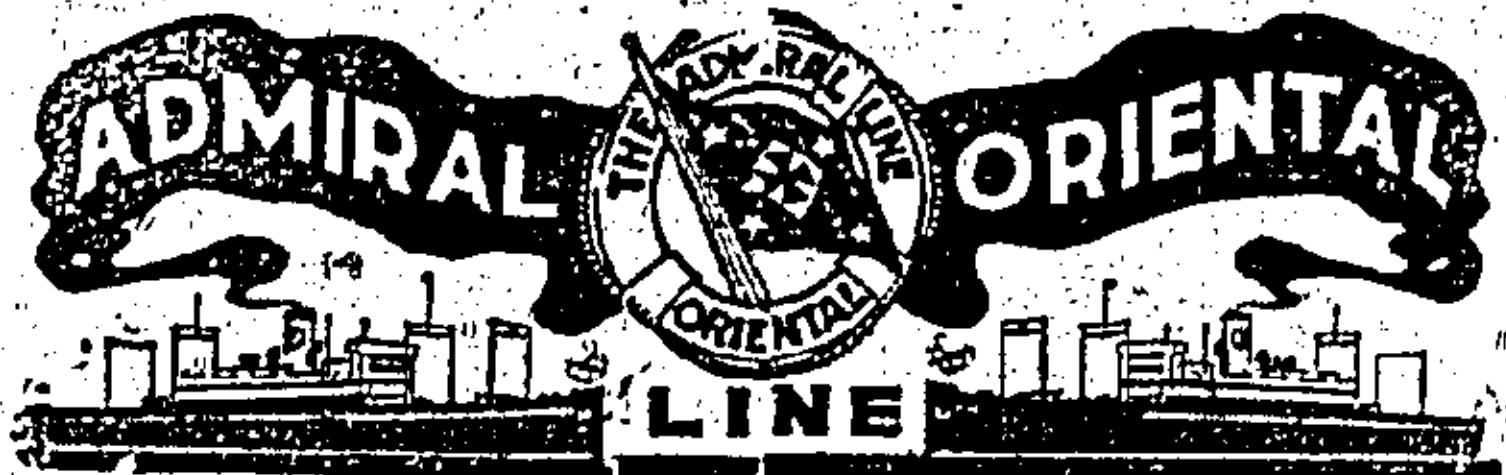
S.S. "ISLA DE PANAY" ..... 14th July

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|-----------------------|-----------|-----------|
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| "PRESIDENT JEFFERSON" | June 7th  | June 7th  |
| "PRESIDENT GRANT"     | June 14th | June 14th |

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S.S. "PRESIDENT LINCOLN" ..... June 5th, at Noon.

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S.S. "LAKE FAULK" ..... June 5th, 1924, at 5 p.m.

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IYO MARU ..... Saturday, 19th July, at 11 a.m.

YOKOHAMA MARU ..... Saturday, 30th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KASHIMA MARU ..... Wednesday, 4th June, at 11 a.m.

HAKONE MARU ..... Wednesday, 18th June

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ..... Saturday, 14th June

LIVERPOOL via MARSEILLES & VALENCIA.

TOYOHASHI MARU ..... Sunday, 15th June

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU ..... Wednesday, 18th June, at 1 a.m.

YOSHINO MARU ..... Wednesday, 18th June

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU ..... Friday, 13th June

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ..... Wednesday, 2nd July

BOMBAY via Singapore & Colombo.

TAMBA MARU ..... Tuesday, 10th June

CALCUTTA via Singapore, Penang & Rangoon.

BENI MARU ..... Monday, 9th June

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ..... Thursday, 12th June

SHANGHAI, KOBE & YOKOHAMA.

TOYOHASHI MARU ..... Saturday, 31st May

SADO MARU ..... Saturday, 31st May

FUSHIMI MARU ..... Monday, 2nd June, at Noon.

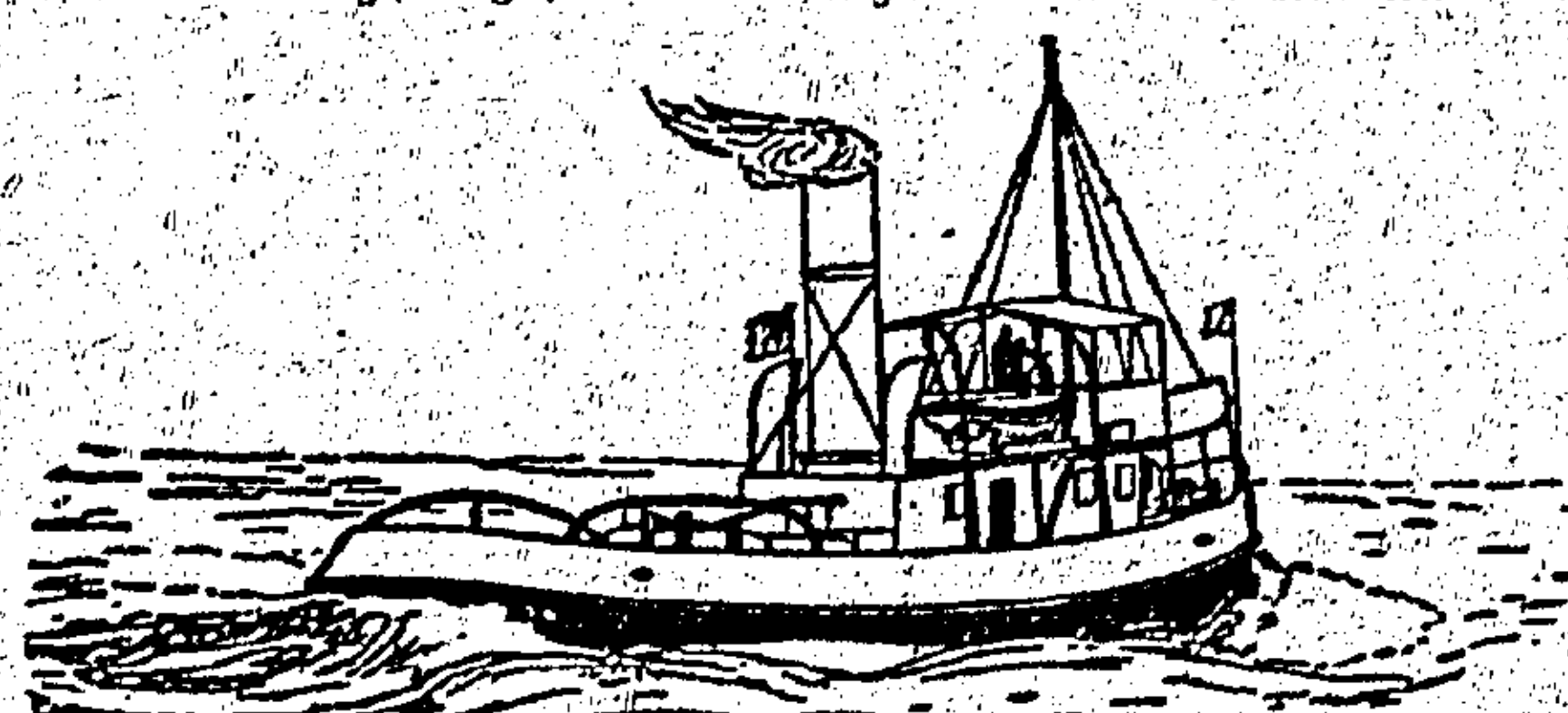
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## CHURCH SERVICES.

St. John's Cathedral.—1st June, 1924.  
Sunday after Ascension.  
Holy Communion—8 a.m.  
Children's Service—10 a.m.  
Matins and Sermon—11 a.m.  
Holy Communion—12 noon.  
Evening Service—5 p.m.

Union Church (Kennedy Road).—Sunday

Services, 1st June.

Sunday School at 10 a.m.

Morning Service at 11 a.m.

Hymns: 158, 167, 474, 505, 467.

Month Meeting at 2.30 p.m.

Evening Service at 6 p.m.

Hymns: 689, 182, 496, 555, 342.

Preacher, both Morning and Evening—Rev. J. Kirk Macdonald.

First Church of Christ Scientist.

Macdonald Road, below Bowyer Road, Train Station.—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12.

[193]

VISITORS AT HOTELS

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Mr. H. C. Anderson

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## POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

## GENERAL HOLIDAY

On Tuesday, the 31st of June, the G.P.O. and the Branch Post Offices will be open as follows:  
The G.P.O. & Kowloon Branch—8 a.m. to 4 p.m.  
Shanghai Branch—8 a.m. to 9 a.m. and 5.30 p.m. to 6 p.m.  
Wantsai, Saiyungpan, Yau-mut, and San Siu Po Branches—8 a.m. to 9 a.m. and 5 p.m. to 6 p.m.  
There will be one collection of letters from the pillar boxes, and one delivery of ordinary correspondence as on Sundays, and also one delivery of registered correspondence from the G.P.O. at 9 a.m.  
There will be one delivery from the Branch Post Offices at noon.  
The Money Order Office will be entirely closed.

## INWARD MAILS.

| From                               | Per               | Due       |
|------------------------------------|-------------------|-----------|
| STRAITS                            | Footscray         | 31st May  |
| SEANGHAI                           | Shanghai          | 31st May  |
| MANILA                             | Pres. Wilson      | 2nd June  |
| SEANGHAI                           | Yongchow          | 2nd June  |
| JAPAN                              | Keelung Maru      | 3rd June  |
| CANADA, U.S.A., JAPAN AND SEANGHAI | Emp. of Australia | 4th June  |
| U.S.A., JAPAN AND SEANGHAI         | Pres. Lincoln     | 7th June  |
| U.S.A., JAPAN AND SEANGHAI         | Pres. Van Buren   | 8th June  |
| U.S.A., CANADA, JAPAN AND SEANGHAI | Pres. Jefferson   | 10th June |

## OUTWARD MAILS

| For  | Per              | Day  |
|--|------------------|--|
| Swatow   | Lushan Maru      | Saturday, 31st, 8.30 A.M.  |
| Australia & New Zealand, via Cairns—due Cairns about 12th June.  | Victoria         | Registration Letters, 9.45 A.M., 10.30 A.M.                          |
| Shanghai   | Lienchiang       | 10.00 A.M.   |
| Manila   | Yongchow         | 1.30 P.M.  |
| Shanghai   | Yongchow         | 1.30 P.M.  |
| Java via Batavia   | Cheriton Maru    | 3.30 P.M.  |
| Bangkok  | Hankow           | 3.30 P.M.  |
| Formosa  | Taipei Maru      | 5.00 P.M.  |
| Bangkok  | Yongchow         | 5.00 P.M.  |
| Straits, Ceylon, India, Mauritius, E. & S. Africa  | Ando Maru        | 5.00 P.M.  |
| JUNE   |                  |  |
| Holhow and Haiphong  | Mingwang         | Sunday, 1st, 8.30 A.M.   |
| Holhow and Bangkok   | Tai              | 8.30 A.M.  |
| Swatow, Amoy and Formosa   | Kaijo Maru       | 9.00 A.M.  |
| Saigon   | Kaijo Maru       | 9.00 A.M.  |
| Haiphong   | J. L. Morinichet | 9.00 A.M.  |
| Shanghai   | Chokung          | Monday, 2nd, 3.00 P.M.   |
| Straits  | Darlanus         | 3.30 P.M.  |
| Swatow   | Hydrangea        | 3.30 P.M.  |
| Saigon   | Chokung          | 6.00 P.M.  |
| Swatow, Amoy & Foochow   | Hakfong          | Tuesday, 3rd, 8.00 A.M.  |
| Amoy   | Sinkung          | 9.00 A.M.  |
| Swatow and Bangkok   | Excelsior        | 9.00 A.M.  |
| Manila   | Alipora          | 9.00 A.M.  |
| Swatow   | Xpaing           | Wednesday, 4th, 8.00 A.M.  |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via MARSEILLES—due Marseilles 6th July   | Kashima Maru     | Registration Letters, 8.45 A.M., 9.30 A.M.                           |
| Shanghai, Japan, Honolulu, U.S.A., Canada, Central & South America, & EUROPE via SAN FRANCISCO—due San Francisco, 27th June                                    | Pres. Wilson     | Parcels, Noon; Registration Letters, 2.45 P.M., 3.30 P.M., 3.50 P.M. |
| Wei Hai Wei  | Kuanchow         | Thursday, 5th, 8.30 A.M.   |
| Swatow, Amoy and Formosa   | Koku Maru        | 5.00 P.M.  |
| Manila   | Achilles         | 5.00 P.M.  |
| Swatow, Amoy and Foochow   | Hai Ning         | Friday, 6th, 3.00 P.M.   |
| Sundakan   | Mausung          | Saturday, 7th, Noon  |
| Amoy and Manila  | Suisung          | 2.00 P.M.  |
| Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles about 9th July.—Ship sails at 1 p.m. Sunday, 8th June. | Amboise          | Registration Letters, 5.00 P.M., 5.00 P.M.                           |

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

|          |           |                                    |
|----------|-----------|------------------------------------|
| DARDANUS | 2ND JUNE  | London, Hull, Rotterdam & Hamburg  |
| LAOMEDON | 9TH JUNE  | London, Rotterdam & Hamburg        |
| MENTOR   | 16TH JUNE | Mars., L'lon., Rotterdam & Hamburg |
| LYCAON   | 30TH JUNE | London, Rotterdam & Hamburg        |

## LIVERPOOL

(DIRECT ON V. CONTINENTAL PORTS).

|           |           |  |
|-----------|-----------|--|
| CALCHAS   | 3RD JUNE  | Marseilles, Havre, Liverpool & Glasgow |
| NINGCHOW  | 20TH JUNE | Genoa, Marseilles, Liverpool & Glasgow |
| DEMODOCUS | 1ST JULY  | Marseilles, Havre, Liverpool & Glasgow |

## PACIFIC SERVICE

(VIA ROBE AND YONAGAWA)

|             |           |                               |
|-------------|-----------|-------------------------------|
| ACHILLES    | 23RD JUNE | Victoria, Seattle & Vancouver |
| PHILOCTETES | 11TH JULY | Victoria, Seattle & Vancouver |

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA)

|          |           |  |
|----------|-----------|--|
| DIOMED   | 11TH JUNE | Boston, N. York & Baltimore (via Suez) |
| MEDELAUS | 11TH JUNE | Boston & New York (via Suez)           |
| CYCLOPS  | 11TH JULY | Boston & New York (via Suez)           |

## PASSENGER SERVICE

|           |           |                                |
|-----------|-----------|--------------------------------|
| ANCHISES  | 15TH JUNE | Shanghai                       |
| MENTOR    | 16TH JUNE | Singapore, Marseilles & London |
| ANCHISES  | 14TH JULY | Singapore, Marseilles & London |
| TEIRESIAS | 11TH AUG. | Singapore, Marseilles & London |
| SARPEDON  | 9TH SEPT. | Singapore, Marseilles & London |
| PATROCLUS | 21ST OCT. | Singapore, Marseilles & London |

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD & SWIRE, AGENTS.

## COMMERCIAL.

## OPENING QUOTATIONS.

May 30th, 1924.

|                                    |         |
|------------------------------------|---------|
| ON LONDON—                         |         |
| Telegraphic Transfer               | 2/4 1/2 |
| Bank Bills, on demand              | 2/4 1/2 |
| Bank Bills, at 30 days' sight      | 2/4 1/2 |
| Bank Bills, at 4 months' sight     | 2/4 1/2 |
| Credits, at 4 months' sight        | 2/4 1/2 |
| Documentary Bills, 4 months' sight | 2/4 1/2 |
| ON PARIS—                          |         |
| Bank Bills, on demand              | 980     |
| Credits, 4 months' sight           | 1,080   |
| ON NEW YORK—                       |         |
| Bank Bills, on demand              | 61 1/2  |
| Credits, at 30 days' sight         | 53 1/2  |
| ON BOMBAY—                         |         |
| Telegraphic Transfer               | 169 1/2 |
| Bank Bills, on demand              | 169 1/2 |
| ON CALCUTTA—                       |         |
| Telegraphic Transfer               | 169 1/2 |
| Bank Bills, on demand              | 169 1/2 |
| ON SHANGHAI—                       |         |
| Bank Bills, at sight               | nom.    |
| Private, 30 days' sight            | 129     |
| ON YOKOHAMA—On demand              | 104 1/2 |
| ON MANILA—On demand                | 103     |
| ON SINGAPORE—On demand             | 141 1/2 |
| ON BATAVIA—On demand               | nom.    |
| ON HAIPHONG—On demand              | 7 1/2   |
| ON SAIGON—On demand                | 8 1/2   |
| ON HANKOW—On demand                | 49 3/4  |
| ON TIENTSIN—On demand              | 34 1/2  |
| ON SOERABAYA—On demand             | 34 1/2  |
| ON BANGKOK—On demand               | 34 1/2  |
| ON CEBU—On demand                  | 34 1/2  |
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